B & Secs

App. F. IX-4

Previous References

1931.32 (Legis)

File No. 31-31

Serial Nos. 1-5, 7, 9, 10-12

Later References
Legis 23-31-12.
" 11-33-2
Rev 69-33(1-2)
Legis 1-34-330, 364, 343, 383, 479, 563, 588-91

PRESERVED

General and Revenue Secretariat.

Serial Nos. Gen

Part B for April 1932

SUBJECT.

Re. Recommendations of the Motor Vehicles Rules Revision Committee

---

2) Notification No. P4502 of 12.2.32

Notifies certain amendments to the Bijapur Motor Vehicles Rules 1924

Above Legis
2.4.32

This 34831

App. F. III—2]

General and Revenue Secretariat | File No. of 193

Serial No.

Dewan's Order dated 17th September 1931 in Legis. File re. Motor Committee Report.

1) The railway revenue from passenger traffic has gone down substantially and very prompt action has to be taken to prevent as far as possible bus competitions with railways. It is feared that the shortage in railway revenue this year compared with the Budget expectations may exceed 10 lakhs. In our present financial position it is imperative that this downward course of railway earnings -- shouldbe effectively checked. Part V of the Committee's Report may be dealt with at once. Is there anything in the conditions of the current Bus licenses against the immediate adoption of the recommendations of the Committee on this subject? The proposals of the Committee in this part of the xxx report may be noted on without delay. A copy of the report may be sent at once to the Railway Agent for expressing his views on the suggestions of the Committee. He was no doubt a member of the Committee. But let us give him another opportunity to make all his suggestions to safeguard the interests of railways.

2) Please submit to First Member.

First Member's observations thereon dated 17th September 1931.

3) Please take action as above immediately.

4) Submitted with draft Government

NOTE—Contn. Sheet

WD 02553—50,000—GPB—8-7 30

File No.	of 193	General and Revenue Secretariat

Copy of Report to the Agent and inviting his views thereon, particularly regarding Part V.

5) After issue of the draft the other points will be noted upon & dealt with.

Done 28/9/

b) Done.

(The letter was got typed by me & despatched)

Issued on 18.7.31

7) There is nothing in the conditions of the licence standing in the way of the recommendations being given effect to.

Draft case regarding the duty Commrs. & duty of Govt. to keep in view the temporary measures in granting or renewing of permits is dealt with in the Report.

Information in the matter of removing the roads declared till now has also to be obtained this is included in the draft.

Recommendations Nos 3, 4 & 5 involve amendment of Rules

Qus 34

App. F. III—2]

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In giving effect to rules which affect the rate of levy, once the Regulation or rules have come into force is always required in advance, a variation in the rate may give rise to complications and this is for orders

Recommendation No 6 suggesting that the Ry Govt may put in their views on the Ry Govt and their views of the Agent in the matter may be awaited.

The rate proposed by the Committee is one anna per mile instead of 6 pies and one anna as at present. The Ry Board urged that the levy should be at as 2/- per mile but the Committee were not in favour.

8) The rates charged in Indonesia seem to higher compared with the rate proposed

9) Rules pertaining to release of transhipment etc are given in Rule

NOTE—Contn. Sheet

Date 22/9

WD 02593—50,000—GPB—8-7.30

4

Prep 3in

File No. of 193 | General and Revenue Secretariat

10) A draft O.M to D.C's & D. Magts regarding instructions on the lines of the recommendations of the Committee (Part V) is submitted for consideration

GENERAL SECRETARY
28 SEP. 1931
No.

11) It does not seem to be feasible to change the rates now as the licenses & permits are annual ones. If rates be changed, they will apply so far as permits hereafter to be granted are concerned.

12) The Agent of the Kgs has been written to to make his suggestions the question of change of rates may be taken up on receipt of his suggestions In the meanwhile the O.M as approved may issue

(Hon Secretary) 26/9/31

13) Draft OM may be approved

(Member) 28/9

14) Please lay up. Would not be better to wait for the agents' reply

29/9

15) Sincerely please work up HM

30/9 4/10/9

OFFICE OF THE
Secretary to the Government
27 SEP. 1931
No. 1325

App. F. III—2]

General and Revenue Secretariat — Legi File No. — of 193

Serial No.

No 3436 of 24/28.9.31

From

The Agent. E.I.Ry.

With reference to this office letter calling for his views on the recommendations of the Hoey Committee, submits certain suggestions for consideration of Govt.

16) His views are —

(1) Agrees with the recommendation that Cuttack should not become a town where time is a Ry Stn one hour before or after the departure of a passenger train

(2) Rate of wages he considers that the prescribed levy of one anna per mile is inadequate & suggests the levy of 1½ annas per mile

17) In support of this proposal urges the fact that the Ry earnings are falling in spite of increase in fares & apprehends that it may be necessary to introduce departmental buses after assuring himself of profitability

NOTE -- Contn. Sheet

WD 02553—50,000—GPB—8-7-30

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Treatment in the matter of licenses as recommended by the International Ry Congress Association

(3) draft Con. requesting the Govt of Ind to give effect to suggestion No (1) has been submitted separately along with items contained in the Report at Part-I

(4) The question of revising the rate so as to make it ½ anna per mile is for orders.

(5) The existing rates are 6 pies and one anna, the ordinary fares 3 pies & 6 pies per Ry Competition

mile. The committee have recommended a uniform rate of one anna in the case of passenger fares and 4 pies in the case of ordinary tickets. (Vide Para 17 of Report Hqrs C.

The Agent makes no reference re: lorries.

(11) The committee have recommended the levy of 50% more than the ordinary rate.

The rate proposed by the Committee viz 4 pies is perhaps lower than the rates in Ox Dunlop Ry very few

Serial No.

by the several District Boards. In the South Canara District, the road cess is 6 to 8 pies per mile and in the North Arcot District it is one anna per mile for vehicles carrying over 12 passengers. It seems reasonable therefore to levy a uniform rate of road cess at 6 ps per mile, at the present juncture when the rules are being revised.

26) The Committee has recommended a cess at 1 ann per mile on railway competition roads. This is the rate which the heavy weight buses pay on such routes at present. The Agent, Mysore Railways, considers that this will not reduce competition with the railways whose income is going down heavily on that account and recommends a levy of cess at 1½ ps. per mile. Since the Railway is a national concern, it is necessary that the Railway should be protected from motor road transport competition. The Agent's suggestion for the levy of a cess at 1½ as.per mile may be accepted. It will in one respect reduce competition and also bring in more revenue to Government so as to compensate for the loss sustained in passenger traffic on the Railways.

Agree

27) The Agent has drawn attention to the article appearing in the bulletin of the International Railway Congress Association (Flag G). In that article the necessity at the present day for the organisation of regular motor services as a sub-

NOTE – Contn. Sheet

WD 02553--50,000—GPB—8-7 30

1432

10

File No. of 193 . | General and Revenue Secretariat

subsidiary undertaking on the part of the railways and of mixed services ~~also~~ of direct transport have been emphasised. If our Railways is to start a motor service also on certain roads, it ought to be given a sort of monopoly in those roads. In the interests of passengers, the Railway should also run shuttle trains between important stations fixing the timings to suit the convenience of business people resorting to such places.

The other recommendations of the Committee in part 5 are embodied in the draft O.M.

(8) If the rates are changed, they may be made to take effect from 1st January in respect of the existing services which will have paid the usual cess for the first half year and it may not be reasonable to disturb the arrangement.

In respect of permits to issue hereafter the new higher rates may take effect.

The other parts of the Committee's recommendations will be dealt with separately.

(9) The Committee's recommendations in regard to bonus may be accepted.

GENERAL SECRETARY
30 OCT. 193
No

OFFICE OF THE
FIRST
6 OCT. 1931
No. 2797

Serial No.

30) The Committee's recommendations are 6 in number and 5 of these have been unanimously agreed to. All these five recommendations may, I think, be approved.

31) The rate proposed by the Committee is one anna per mile for all types of buses (against the present rates of 6 pies for vehicles with a seating capacity of 20 and under, and one anna for those with larger seating capacity). I believe the majority of the buses plying on routes competing with the railway are of the smaller type and accordingly the uniform rate of one anna will be a material enhancement for most cases. Mr. Khan proposes a uniform rate of one and a half annas, as he expects that the smaller type of buses will be rebuilt with larger bodies. But this will take time. An enhancement of the rate beyond what has been agreed to by the Committee is likely to be strongly opposed by motor bus owners, especially in view of the present increase in cost of petrol, tyres, etc.

32) We are contemplating early legislation for a new basis of motor vehicle taxation as in Madras. For the intervening period the rates proposed by the Committee are suitable.

33) The Committee also recommend some temporary measures. These may also be adopted.

34) A draft G.O. and a draft notification amending the rules where necessary (with effect from 1st January 1932) may be put up. The rate for

NOTE—Contn. Sheet.

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12

1433

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ordinary bus services may at the same time be raised to 6 pies all round.

Ce
15/10/31

DEWAN'S OFFICE
2820
15. OCT. 1931

Dewan)

Ce
15/10/31

35) I agree

mwle
31.10.31

Ce
2/11/31

36)

Submitted per orders with drafts

Dewan
5.11.31 mwle

37) ordinary According to the present rule 30 (2) (a), The road cess rate for all motor vehicles carrying 20 passengers & less is 3 pies per mile. This includes buses, taxis & touring cars plying for hire. A bus is defined as a vehicle plying for hire which has seating accomodation for 8 or more passengers including the driver.

The order in para 34 above is to levy a uniform rate of 6 pies per mile for buses. This seems to imply that as regards other vehicles viz taxis etc having

Serial No.

seating accommodation for less than 8 passengers including driver, the present rate may remain. The Committee have recommended that for taxis & touring cars plying for hire, Rs 50 per year may be levied.

38) Submitted for orders whether 6 pies per mile may be ordered for buses only, leaving the present rate at 3 pies per mile for vehicles having seating capacity for less than 8, or 6 pies per mile should apply for all motor vehicles for hire or if Rs 50/- per year may be fixed for the smaller vehicles as recommended by the Committee

39) If 3 pies per mile is retained for the smaller vehicles such as taxis, the Railway Competition rate for them will have to be 6 pies per mile under rule 30 2(e)

(Gen Secretary) CE 6/11/37

40) As regards lorries the Committee recommend a fee of Rs 200 for a heavy lorry per year & Rs 100 for a light lorry. The present rates are 3 pies per mile & 1½ pies per mile respectively according to R. 30 2 (CC).

41) heavy CE 6/11/37

As regards taxis & lorries the recommendations of the Committee may be accepted. CE

NOTE—Contn. Sheet.

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14

File No. of 193 General and Revenue Secretariat

DEWAN'S OFFICE 6 NOV. 1931

Lorries Rs 50 a year

Lorries heavy ~~light~~ Rs 200 per year

~~A~~ The Committee recommend Rs 100 a year in the case of light lorries; but in my opinion lorries need not be differentiated into heavy or light the damage so far as the road is concerned is about the same in both cases. And even a "light" lorry can be overloaded 50% more and is charged in the form of Ry Company rates

I Member 6/11

4) Bullock carts Horses the remuneration the Committee may be accepted

6/11/37

OFFICE OF THE FIRST ASSISTANT TO THE DIWAN 6 NOV. 1931 No. 3544

Dewan

6/11

6/11

6/11/37

6/11/37

1433

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General and Revenue Secretariat

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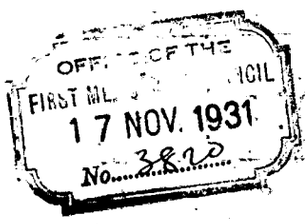
Serial No.

44)
Draft notifn
G.O.
Dtd 11.11.41 (Secret)
14/11



45) apply
17/11/31
to
17.11

46) Issue 6/17/11

Notifn No P 2820 Legis 81-31-18(17/11/31)
re Compiler
Notifies draft amendments
to Motor Vehicles Rules.
Forwards copies of Agmt
Legs Regs & Rules of Pr—

G.O. No P 2838-47 Dt 18.11.31
Re Agmt Legs Regs
" Rules & by Consent of Pr
" Completion
Orders

Issues orders in respect
of recommendations of
the Committee made in
Part II of Report relating to
provisions for minimising
competition with Regs.

NOTE—Contn. Sheet.

WD 02553—G PB—50,000—8-7-30

16

2305

Leg. File No. 31 of 1931 | General and Revenue Secretariat

Letter No A A 411/31-32 Dt 28.11.31
From
The President
Cape Peninsula Automobile Association
Refers to the Notice of 17.11.1931 Re proposed Amendment of Motor Vehicles Rules and requests permission for a deputation of the Members of the Association to wait on the Members of Council to represent difficulties that would be caused by increase in fees as proposed.

Flag 'H'

GENERAL SECRETARY
28 NOV. 1931
No 3251

47) Submit for orders
Done 27/11/31 Initial
Gen Secretary
First Member

Ce 27/11/31
Hm 28/11

48) Make enquiries re meeting deputation by two members of the Council on Monday the 7th Dec at 11 AM

Ce 28/11/31

OFFICE OF THE FIRST MEMBER OF COUNCIL
30 NOV. 1931
No. 4182

Ce 30/11/31
Hm 30/11

49) Re Presidents letter
Inform

Ce 30/11/31

No A 414/31-32 Dt 29/11/31
From the Cape Automobile Association
re the same matter

50) Draft reply as directed
Done 30/11/31 Initial

51) Done
Ce 30/11/31

General and Revenue Secretariat — File No. 31 of 193 1. [App. F. III—2

Serial No.

To No 3546 01 30.11.31

The President, Mr. A. M. Hoosain stating that the application may meet the Members at 4 P.M. on Wednesday 2.12.31

Letter No. 01 28.11.31

From

The Proprietor

Express Bus Service - Nyeri

Requesting that for reasons explained the fare may not be raised

Letter No - 01 29.11.31

From

The Proprietor,

Bangamawara Motor Service Nyeri

Requesting that the fare may not be raised for reasons explained

2) So far four communications protesting against the raising of the rate of cess have been received

3) The grounds urged are -

1) The bad depression indicated by Competition, petrol tax and increased prices of machinery have made the bus owners miserably poor

2) The paying Capacity of the travelling public has also been affected

NOTE—Contn. Sheet.

WD 70—GBPM—60,000—13-8-31.

18

2355

Reg File No. 31 of 193(.

General and Revenue Secretariat

(3) Govt. have, in the past having regard to the above facts ordered the payment of road cess in instalments

(4) They further request that a Committee may be appointed to investigate into the financial aspect of the motor passenger traffic & the levy made on the basis of such investigation

Submitted for orders & with reference to para 48 supra

Sd/- 1/12/31 (Gen Secretary)

4/12/31

Hon'ble First Member

1/12

4/12/31

Letter No 2850 11/31 from the Secretary Vellore Owners Association forwarding Memorial Submitted Deputation at 4 P.M. Wednesday 12/31 Petitioners Owners Certain Motor Bus Proprietors protesting against the increase.

Sd/- Dpty

GENERAL SECRETARIAT 1 DEC 1931 No. 3873

(5) I received a deputation from the Hon. M. Bus owners -

We urged that the present is a very inopportune time for enhancing rate of road cess & that any competition is not possible to enhance the fares & that the new licensees on the various routes was high.

Sd/- 3/12/31

Hon 3/12

4/12/31

OFFICE OF THE FIRST MEMBER OF COUNCIL 3 DEC. 1931 No. 4228

General and Revenue Secretariat — Leg. File No. 61 of 193 1. — [App. F. III—2

Serial No.	
	Letter No G 2 797/31-32 Dt 30.11.31
	From
	The Dy Collector of
	Tenkasi forwards the representation
	of the Secy of Tenkasi Taluk
	Association protesting against the
Return Dt 1.12.31	enhancement of wages on
from the Taluk	Motor buses and states that
Officer forwarding	it deserves sympathetic consi-
the original	-deration as the bus owners are
representation	hard hit & are not making any money
	Representation Dt 30.11.31
	From
	The Pt. Sankaranayanan
	Tenkasi
	Explains the difficulties
	of bus owners & requests that
	the Govt may abandon the increase
	in Motor Taxes
	Letter No nil Dt 1.12.1931
	From
	The President
	Tenkasi Motor Bus Owners Association
	Submits that circumstances
	guide it otherwise for raising fares
	and requests permission to wait
	on deputation for placing their
	grievances.

NOTE—Contn. Sheet.

WD 70—GBPM—60,000—13-8-31.

20

2394
2397

Zug File No. 31 of 1931. | General and Revenue Secretariat

Petition dt 1.12.31
From
The Proprietor,
Srikandeswara Motor Service
Explain their condition and request that fares may not be enhanced

Petition dt 30.11.31
From
The Proprietor S.M.S Service
Town
Pray that the enhancement of the road fares be not given effect to.

To Submitted. The main file re the enhancing of fares was submitted to Member yesterday. All the above are protests against enhancement.

In addition the Motor Bus Owner's Association Bangalore pray for permission to wait on a deputation to explain their grievances.

Petition dt 30
From
The Proprietors of Bus Service in Kayts
Requesting that no enhancement

Returned since
Hm
4/12

A

Sec 3/12 (Secretary)

Ce 3/12/31

(Asst Member)

Ce 4/12

5/12 A. Which was the more late matter? Last deputation yesterday? Or the letter above?

Hm 5/12

GENERAL SECRETARY.
4 DEC. 1931
No. 3974

OFFICE OF THE
FIRST MEMBER OF COUNCIL
5 DEC. 1931
No. 4328

General and Revenue Secretariat | File No. | of 193 | [App. F. III—2

Serial No.

(5a) The Association that sent a deputation on the 4th is the Motor Vehicles Owners' Association Bangalore, (Linked file below). The Association which desires to wait on deputation is the Mysore Motor Bus owners Association, Bangalore.
First Member) 4.12.31

OFFICE OF THE FIRST MEMBER OF COUNCIL 7 DEC. 1931 No. 4492

(5b) I can see there is anything on the 6th instant 2 PM.
6/12
7/12/31
Done 7/12
6/12/31

TYPING SECTION 11. DEC. 1931 GENL. & REV. SECT.

6.0)
Draft Issued
Done 9/12
6 1) Done 6/12/31

D 82 57 dt 11.12.31
The President, Mys Motor Bus Owners Association
States that the deputation will be received at 2 P.M on Wednesday the 16th inst.
6a) Approved the file will be sent to P.A. to Member 6/12/31
Done 12/12/31

FIRST MEMBER OF COUNCIL
4486.

6a) But all the representations be tabulated so that the whole case may be dealt with together. 6/12/31
Done 17/12 6/12/31

NOTE—Contn. Sheet.

WD 70—GBPM—60,000—13-8-31.

General and Revenue Secretariat | File No. | of 193

Serial No.

Five members of the Motor Vehicle owners Association waited in deputation on the Food Member at his on the 14th inst. The points they urged for the consideration of Govt are as follows:—

1) owing to trade depression, the bus business is very slack & the present is an inopportune time to raise the fees.

2) The cost of petrol, tyres, accessories etc have risen & their income has reduced

3) As a very large number of permits have been granted, there is cut throat competition & they are not able to raise the rates.

4) Govt should help them in reducing competition by restricting permits

5) Minimum rates should be fixed & anybody carrying at a lower rate should be penalised. They also agreed that the rate for each route may be fixed by the Govt, & the licensees should not be allowed to depart from it.

6) The change of the Bus stand from a place near the market in Bangalore city to a site opposite St. Martha's Hospital has considerably affected the customs of the buses going to Anekal & other places

The Food Member directed that costs

NOTE—Contn. Sheet

WD 02553—50,000—GPB—8-7 30

File No. of 193 General and Revenue Secretariat

showing the number of permits & buses on the several routes in each of the Districts be obtained early. As they are not available in the office Communications have been issued to the D. Magts to furnish the particulars by the 10th inst.

Submitted for perusal
(2nd Member)

4/1/32

4/1/32

OFFICE OF THE
FIRST MEMBER, EXECUTIVE COUNCIL
7 DEC. 1931
No. 6402

To the Dist Magts of Dists
No P 3160-7 dt 5-12-31.

Requests to forward lists of roads in each Dist in which bus services are permitted with information re the number of buses permitted and permits granted for each of such roads.

From the Dist Shimoga No 863 dt 6-12-31
" " Kadur No 2101 dt 6-12-31
" " Hassan No 864 dt 8-12-31
" " Kolar No 417 dt 9-12-31
" " Chitaldrug No 457 dt 9-12-31
" " Mysore No 797 dt 9-12-31
" " Tumkur No 864 dt 10-12-31
" " Bangalore No 838 dt 10-12-31

forwards the lists called for above.

The lists enclosed received from the Dist Kadur [illegible] of Roads

General and Revenue Secretariat | File No. of 193 .

Serial No.

(6) The following Associations and individuals have sent petitions to Government objecting to the proposed increase of the road cess:--

1. The Motor Vehicle Owners' Association
2. The Mysore Motor Bus Owners' Association
3. The Mysore District Automobile Association

Individuals.

4. Srikanteswara Motor Services
5. C.Puttiah, H.R.D. Motor Service
6. Manjanatha Motor Service and other services in Kadur District
7. B.H.Sanjeevappa
8. Sangameswara Motor Service
9. K.S.Raghavan and other Proprietors of Bus services.
10. Proprietors of Bus services Tumkur Dt.
11. Proprietors of Bus services Hassan District.

(7) The grounds against the increase of road cess urged by them are as follows:--

(1) The traffic has become exceedingly dull owing to extreme trade depression and the low economic condition of the people in general,

(2) Eagerness of Bus owners to earn at least the working expenses if not a margin of profit has reduced the rate of fare far below the minimum charged requisite for maintaining the business,

(3) Recent increase in the price of petrol, rubber goods, machinery and accessories all in one year has landed the Bus owners in a miserable predicament. To continue the business under these circumstances will be no advantage and to close the business would mean immediate collapse involving very heavy loss.

(4) The Bus owners are burdened with a variety of taxes direct and indirect; road cess, permit fee, brake certificate fee are some of the direct taxes and duty on patrol, tyre and Motor accessories are indirect taxes. There is further the toll fee also.

NOTE—Contn. Sheet.

WD 70—GBPM—60,000—13-8-31

(5) A large number of buses are permitted to run on one and the same line without regard to the actual needs of the locality.

(6) As no minimum fare for passenger traffic has been fixed there is scope for lowering the rate even below the profitable limits, out of sheer competition.

(7) Bus owners have to maintain spare buses as a contingency against possible accidents. This means extra cost.

The following suggestions appear from the petitions. They were also urged in the deputations.

(1) Owing to trade depression the bus business is very slack and the present is not the opportune time to raise the cess. Government should allow them sometime to recover before raising the cess.

(2) As a very large number of permits have been granted, there is cut-throat competition and they are not able to raise the rates. Restriction is necessary and licenses for each route should be reduced. Government should help them in reducing competition by restricting the permits.

(3) The maximum and minimum rates charged per passenger per mile should be fixed. The licenses of bus owners who contravene this rule should be cancelled. The Deputation of the Motor Vehicle Owners Association was of opinion that the Government may fix one rate for each route and the deputations were of

Serial No.

opinion that if they were helped to get a fare of 0-0-6 per mile per passenger there would not be loss.

(4) It was pointed out that at present owing to the large number of services on a road the interval between the starting of one bus and another following it was about quarter of an hour. It was urged that this interval should be ~~xxxxxxx~~ increased to about an hour.

(5) Transfers of Bus services should not be recognised and no transferee should be permitted to run on the permit granted to his ~~xxxxxxxxx~~ and he should not be granted any permit transferror. One petition from Venkatesa Motor service objects to the prohibition of transfers on the ground that their business of the value of the buses will be ruined.

(6) The Bangalore Motor Vehicle Owners Association urged that the change of the Bus stand from a place near the market in Bangalore City to a site opposite St Martha's Hospital has considerably affected the custom of the buses going to Anekal and other places.

Rem is also another file linked re representations on this subject.

(6a) Suggestion No.1.--Though the enhanced rates are notified now they will not affect the present permit holders as their permits will have currency till the end of the present year. They will be affected only when they come in for renewal of their permits from 1-7-1932. They will thus have six months time. It ~~was~~ is only applicants for fresh permits that will be immediately ~~be~~ affected. But there ~~is~~ seems to be no ~~intention~~

NOTE—Contn. Sheet.

probability of granting any fresh permits, on the present routes considering the very large number of services already running on them.

Suggestion No.2.-- It seems to be true that there are too many services permitted for each route so that all services are starved. There is necessity for curtailing a large number of licenses. The difficulty will be in selecting the services for elimination. By a stricter examination of the strength and condition of the buses and the solvency of the permit holder a process of elimination can be effected gradually. Instructions should be issued to the District Magistrates not to issue any fresh licenses and to reduce the number of permits for each route.

Suggestion No.3.-- 6 pies seems to be a fair minimum and one anna the maximum. In order that there might not be undue restriction as regards individual bus owners' discretion, the minimum may be fixed at 4 pies and the maximum at one anna. If on account of time the expense on the bus service decreases, 6 pies may become too high a minimum

Suggestion No.4.--If the permits for each route are reduced it will be possible to increase the interval to one hour.

Suggestion No.5.--Condition No.10 of the G.Permit requires that a permit should not be transferred without the sanction of the licensing authority. The District Magistrates have already been instructed in G.O. dated 18th November 1931 that transfers need not ordinarily be recognised. A rigid prohibition against recognition of all transfers would work as a hardship in good cases also and lead to artificial depreciation in the value of the buses. This may be left to the discretion of the District Magistrates

Serial No.

and the xxxxx instructions already issued seems to be sufficient.

73) Suggestion No.6.--This seems to be a matter for the local authorities.. The District Magistrate, Bangalore ~~must have~~ had very good reasons for effecting a change ~~of~~ the Bus stand. The difficulty urged by the Motor Vehicle Owners Association in deputation that people find it difficult to go to this Bus stand will be solved when the city Bus services are permitted to ply to this bus stand.

These reasons are stated by him in his letter in the bunched file.

Flag T.

74) While ~~granting licences~~ fixing the number of Services for a route the District Magistrate may be instructed to consult the recognised Motor Associations in the place besides the motor committee and take their views also into consideration.

B

Chief Secretary) 6 21/12/31

ON EX SECRETARY 21 DEC. 1931

Second Member) 23/12/31

OFFICE OF THE SECOND MEMBER OF COUNCIL 23 DEC. 1931 No. 5032

6 28/12/31

75) ~~6~~ The rule contained in the draft notn. Except those in regard to the enhancement of the permit fees for buses, have not been objected to. They may be brought into force.

A

76) 2. Re: A. I agree that any enhancement should not affect existing permits expiring up to 30 June 1932. and as it is not intended to issue any more permits, the question of enhancement may be taken up finally in April next.

NOTE—Contn. Sheet.

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31

File No. of 193 | General and Revenue Secretariat

3. Min + max. rates of ~~4 pies~~ 1 anna may be fixed subject to fares & Emp's profits. (Min. may have to be varied (at 6 & 6 pies)

4. D.C.'s must be asked that ~~the~~ pastoral ~~shall~~ the no. of trips should be reduced & that no increase in the existing no. of permits or any road ~~or~~ a section of a road should be allowed without previous approval of Govt.

(b) ~~Licences~~ When any existing service stops, ~~to~~ new licences ~~need not be~~ ~~issued~~ (c) ~~Every application should be~~ By a strict examination of the merits & conditions of the lives & the solvency & financial resources of applicants for renewal of permits, effort should be made to gradually reduce the no. of permits.

(d) Transfers of lives ~~need not be~~ permitted except in special cases where the D.C. considers ~~it~~ necessary with hardship

5. Effort should be made to increase the interval between the starting times of lives at the same route.

6. Bus pass may also be adopted by

24/11/37

24/11/37

Govt

Serial No.

81) Sec'tw. may I say a few words in giving the amendments which do not relate to the enhancement of the road cess.

82) A draft ~~letter~~ notification is put up relating to the orders on the other points.

83) There is no power now to give the minimum hours of fares so any amendment is proposed to the Permits & that requires previous publication.

Sec'tw. for orders

31/8/42 [illegible]

84) In the draft amendment to the rules, the portion which is not objected to & which can be brought into force are the rules regarding cess on buses. These are para (3) of draft rule (1a), draft rule (4) & draft rule (5). A notification is put up bringing them into force. The rest go along with the rule proposing increase of cess on buses & are omitted for the present.

Draft I

NOTE—Contin. Sheet.

(85) Among the Conditions prescribed under the A permit, there is at present power to fix only the maximum rates. This would require amendment by inserting a power to fix minimum rates also. The amendment requires previous publication & a draft notification is proposed. Ether

(86) A draft ~~Ord~~. is put up Covering ~~the~~ instructions on the three points to Dt. Magistrates. In regard to transfer of road permits, I have suggested in the draft that no transfer should not be recognised ~~except~~ without with the previous permission of Govt. This is suggested for the sake of uniformity in dealing with such cases, because some Dt. Magtes are very strict & some very lenient for orders in regard to this point.

Chief Secretary) Ce 2/1/1932

87) May be approved

new 4/1/32

Secrets Member) Ce 4/1/32

88) by 7/1/32

new 7/1/32

89) Ce 7/1/32

CHIEF SECRETARY
4 JAN. 1932

OFFICE OF THE SECOND MEMBER OF COUNCIL
4 JAN. 1932
No. 5339

SECTION
8. JAN. 1932
GENL. & REV. SECTT.

Serial No.	
	Notfn No P3826 Dt 11-1-32
9	re Compilers
	Notifies the addition of a paragraph to Sub rule 2(a) of rule 30, the deletion of Rule (cc), and certain other changes in sub-rule 2 of the said rule.
10	Notfn No P3831 Dt 11-1-32
	re Compilers
	Publishes for information & receipt of opinions thereon upto 25-1-32 draft amendment of Condition 3 of H. Permit
11	Letter No P3836-43 Dt 11-1-32
	re Duties of Dists
	Issues instructions in the matter of reducing the number of buses plying on any particular route
25-1-32	90) draft amendment of Condition 3 of Permits H was notified on 11-1-32 for information of public and suggestions or objections, if any, were invited the date fixed viz 25th Jany having expired. It is for orders whether the amend-

ment

heet.

35

2508

Legislative File No. 31 of 1931 | General and Revenue Secretariat

may be finally notified
draft Notifn is also sent

Done MSK
28.1.32

Chief Secretary)

CC
27/1/32

CHIEF SECRETARY
28 JAN 1932

91) May issue.

Secretary Member)

MW
3/2/32

CC
6/2/32

OFFICE OF THE SECOND MEMBER OF COUNCIL
4 FEB. 1932
No. 6435

92) Yes.

93) After issue Govt. will have to be given instructions about the min & max rates & the charges to be levied

MW
9/2

2/2/32

94) May the draft issue

Done
9/2/32

95) Done
MSK
9.2.32

TYPING SECTION
9. FEB. 1932
GENL. & REV. SECTT.

No P3831 dt 11.1.32

The Compiler

Notifies the amendment of Condition 3 of the Permit Re minimum & maximum rates of passenger fares

10

P.S. Govt. will have to issue
a fresh permit
Re value of Cess

1433/P/31

MRM 46-500-31-7-31

MYSORE RAILWAYS

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE, not by NAME

AGENT'S OFFICE,

Mysore, 24th September 1931.
28.

No. 3436 /Fl.

Enc. 4 Statements & 1 Bulletin.

From

THE AGENT,

Mysore Railways,

MYSORE.

GENERAL SECRETARY
29 SEP 1931
No. 1651

Note 4 Urs

The Secretary to the Government of Mysore,

General Department,

Bangalore.

Sir,

Motor vehicles Rules Revision Committee.

With reference to your letter of the 18th September 1931 regarding the recommendations of the Motor Vehicles Rules Revision Committee, I have the honour to offer the following remarks.

I agree with the recommendations of the Committee that no passenger bus should leave a town where there is a Railway station one hour before or after the departure of a passenger train in the case of bus services competing with the Railways. In regard to the rate to be levied in respect of buses running on competitive routes I may be permitted to state that some members of the Committee were in favour of a levy of two annas per mile and that at present a differentiation is made between buses to carry 20 passengers and below and those which are permitted to carry more for purposes of calculating this levy and as in the new rules no such differentiation will be made, the smaller buses will naturally be replaced by bigger ones and therefore the proposed uniform levy of one anna per mile will not afford much protection to the Railways or affect the bus services in any way more severely than at present. For these reasons, I consider the proposed levy of one anna per mile inadequate and suggest a levy of 1½ annas per mile.

p.t.o.

I however take this opportunity of bringing to the notice of Government the seriousness of the results of bus competition which has already very severely affected the earnings of certain sections of the Railways as attached statement would show. I am making every effort to minimise the results of such competition by introducing more shuttle trains to serve local traffic in various areas. But all this means the incurring of more expenditure than at present and unless something is done to restrict bus competition, it may be found at no distant date to be more advisable for the Railways to close down certain sections of the Railway for traffic or to run their own bus services in competition with private bodies, in which case the Railway Department will naturally seek for preference in the matter of licenses to run road services, a step which the International Railway Congress in a meeting on the 8th May 1930 recommends in the following words:--

> "To assure as far as possible a close collaboration between Motor and the Railway transport as a whole, the Railway should have the preference for obtaining the concession of regular motor services and take advantage of it."

I also send herewith June 31 issue of the International Railway Congress Association Bulletin containing an article on competition of Road Transport for the perusal of Government.

I have the honour to be,
Sir,
Your most obedient servant,

Agent.

Statement showing the particulars of coaching earnings of Bangalore Mysore section.

Stations.	1928-29	1929-30	1930-31	Decrease in 30-31 as compared with 1928-29	
	Rs	Rs	Rs	Rs	
Bangalore City.	277133- 3- 3	272091- 12-0	232894- 6- 6	44239	16%
Kengeri.	8655-12- 0	7651- 4-6	5945- 0- 0	2711	31%
Bidadi.	15121- 6- 9	11206- 3- 3	6633- 3- 6	8488	56%
Closepet.	32838-10- 0	30480- 2- 3	19099-10- 9	13739	42%
Channapatna.	50579-10-0	44390-11- 3	29971-11- 0	20608	41%
Settihalli.	4214-14- 6	4230- 2- 0	2957- 3- 3	1258	30%
Maddur.	46447- 0- 0	42988- 0- 0	30788- 0- 0	15659	34%
Hanakere.	4881- 0- 0	4981- 0- 0	4120- 0- 0	761	16%
Mandya.	52728- 0- 6	63848-11- 0	41476- 9- 6	11252	21%
Yeliyur.	6624- 6- 6	7607- 3- 9	6493- 8- 3	131	2%
Byadarahalli	19396- 2- 3	21170-15- 9	16789- 5- 6	2607	13%
French Rocks.	39194- 0- 0	36357- 0- 0	29305- 0- 0	9889	25%
Seringapatam.	39404- 0- 0	37166- 0- 0	32131- 0- 0	7273	18%
Paschamvahini	4893- 0- 0	5532- 0- 0	4214- 0- 0	679	14%
Mysore.	318077- 0- 9	397216-15- 0	357109- 9-6		
Total	920188- 6- 6	976918- 0- 9	819928- 3-9	139294	

Statement showing the particulars of coaching earnings of Mysore Chamarajanagar section.

Stations.	1928-29	1929-30	1930-31	Decrease in 30-31 as compared with 1928-29	
	Rs.	Rs	Rs	Rs	
Chamarajapuram.	31330- 0- 0	31007- 0- 0	29200- 0- 0	2130	6%
Mysore South.	3522- 0- 0	3975- 0- 0	4811- 0- 0		
Kadakola.	5685- 8- 6	6024- 7- 3	5820- 7- 3		
Nanjangud.	8203-10- 0	7234-15- 0	5155-10- 0	3048	37%
Nanjangud Town.	56532- 6- 3	56299- 0- 0	46392- 0- 0	10140	17%
Narasambudhi	5648-12- 9	6602-13- 0	5874- 1- 3	-	-
Kowlande.	7258- 6- 3	7559- 3- 6	6111- 4- 9	1147	16%
Badanguppe.	5930-12- 0	5751- 0- 0	4950- 1- 0	980	17%
Chamarajanagar.	35144-14- 3	35699-15- 0	24350- 2- 0	10794	31%
Total:-	159256- 6- 0	160153- 5- 9	132664-10- 3	18099	

Statement showing the particulars of coaching earnings of Bangalore City N.G.-Chikballapur section.

Stations.	1928-29	1929-30	1930-31	Decrease in 30-31 as compared with 1928-29.	
	Rs	Rs	Rs	Rs	
Bangalore City.	41449- 0- 6	27,375-12- 9	20304- 7- 3	21144	51%
Malleswaram.	2712- 9- 3	2,686- 0- 0	2314- 1- 6	398	14%
Yesvantpur.	5599- 0- 0	4,488- 0- 0	4025- 0- 0	1574	28%
Yelahanka.	10929- 0- 0	9,622- 0- 0	7587- 0- 0	3342	30%
Bettahalsoor.	2948- 0- 0	2,803- 9- 9	2615-10- 9	333	11%
Dod-Jala.	4934-13- 0	4,184- 4- 9	3457- 6- 0	1477	30%
Devanhalli	19018- 9- 0	12,124- 15-3	8504- 6- 3	10514	55%
Avatihalli	4387- 7- 0	3,773- 9- 0	2874- 5- 0	1513	34%
Nandi.	7245- 6- 9	6,871- 1- 0	4157- 0- 0	3088	43%
Chikballapur.	35772- 0- 0	29,207- 0- 0	19493- 0- 0	16279	45%
Total:-	134995-13- 6	107036- 4- 6	75332- 4- 9	59662	

Statement showing the particulars of coaching earnings of Gidnahalli Bowringpet section.

Stations.	1928-29	1929-30	1930-31.	Decrease in 1930-31 as compared with 28-29:	
	Rs	Rs	Rs	Rs	
Gidnahalli.	1949- 0- 6	2208- 1- 0	1472-12- 3	476	24%
Sidlaghatta.	16407-13- 3	15129- 7- 9	11005-10- 0	5402	32%
Hunsenhalli	4934-12- 3	4204-11- 3	3248-14- 6	1686	34%
Chintamani	33508- 4- 3	22465- 1- 0	17395- 6- 3	16113	48%
Doddanetta.	4567- 7- 3	3565- 1- 0	3608- 2- 0	1159	24%
Srinivaspur.	18165- 9- 0	16526-11- 9	12079-11- 3	6086	33%
Dalsanur.	4815-11- 6	4552- 2- 9	3393-13- 9	1422	29%
Jannghatta.	3338-15- 6	3312-14- 0	3002-13- 3	336	10%
Kolar.	28452- 0- 0	35169- 0- 0	27381- 0- 0	1151	5%
Hudukula.	3172- 3- 0	3337- 6- 9	2647-10- 0	525	30%
Bowringpet.	19620- 3- 3	18950- 2- 9	15922- 6- 3	3698	14%
Total:-	139181-15- 9	129500-12- 0	101078- 3- 6	38054	

2 d 5

F&P 2820 dtg: 31.3.31

9174/31.

Notification.

The following draft amendments which the Government propose to make in exercise of the powers conferred on them under Section 11 of the Mysore Motor Vehicles Regulation, 1928, to the Mysore Motor Vehicles Rules issued with Notification No.P.3015/Legis.21-22-10 dated 11th December 1924 as amended from time to time are hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 1st December 1931 and that any suggestions or objections which may be received from any person with regard to the said draft before the date aforesaid will be considered by Government:-

Draft amendment.

(1) For Rule 30(2)(a) of the said Rules the following shall be substituted:

"The fee for such permits shall be levied according to the following rules:-

(a) The fee shall ordinarily be levied in the case of a motor bus on the basis of the number of miles likely to be traversed by the bus during the period of the permit calculated at the rate of 6 pies per mile. The minimum fee leviable for a permit shall however be not less than Rs.50 per annum.

17/11.
(16)

The fee for taxis and touring passenger motor vehicles plying for hire having seating accommodation for less than 8 persons inclusive of the driver, shall be Rs.50/- per annum.

If the vehicle is a lorry plying for hire the fee for such a permit shall be Rs.100 per annum when the carrying capacity of the lorry does not exceed one ton, and Rs.200/- per annum when the said capacity exceeds one ton.

2. In Sub Rule (b) of the said rule, for the words "ordinary mileage rates" substitute the words "rate of six pies per mile".

3. In sub rule (c) of the said rule, for the words "one and half times the ordinary mileage rates" substitute the words "a fee at nine pies per mile".

4. Sub rule (cc) of the said rule shall be deleted.

5. In sub rule (e) of the said rule the word "Passenger" shall be inserted between the words "in the case of " and the words "Motor vehicles". Also the following shall be added at the end of the sub rule:-

"In the case of lorries plying for hire on such roads a fee at one and half times the ordinary rate shall be charged for a permit.

By order,

General Secretary to Govt.

To

The Compiler, Mysore Gazette for publication in Part IV of the Gazette & supplying 25 copies to the Secretariat.

7

Memo No. C 2825-33 9/17 4/37

Copy to Agent, Mysore Railways and District Magistrates of Districts for information.

By order,

General Secretary to Govt.

B.K.M.

E/6P10

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE,

General and Revenue Secretariat,

No. R.

Dated, Bangalore,.....17th November.....*193* 1.

NOTIFICATION.

The following draft amendments which the Government propose to make in exercise of the powers conferred on them under Section 11 of the Mysore Motor Vehicles Regulation, 1928, to the Mysore Motor Vehicles Rules issued with Notification No. P. 3015/Legis. 21-23-10, dated 11th December 1924 as amended from time to time are hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 1st December - 1931 and that any suggestions or objections which may be received from any person with regard to the said draft before the date aforesaid will be considered by Government:-

Draft amendment.-

(1) For Rule 30 (2) (a) of the said Rules the following shall be substituted:-

The fee for such permits shall be levied according to the following rules:-

(a) The fee shall ordinarily be levied in the case of a motor bus on the basis of the number of miles likely to be traversed by the bus during the period of the permit calculated at the rate of 6 pies per mile. The minimum fee leviable for a permit shall however be not less than Rs. 50/- per annum.

The fee for taxis and touring passenger motor vehicles plying for hire having seating accommodation for less than 8 persons inclusive of the driver, shall be Rs. 50/- per annum.

If the vehicle is a lorry plying for hire the fee for such a permit shall be Rs. 100/- per annum when the carrying capacity of the lorry does not exceed one ton, and Rs. 200/- per annum -

when the said capacity exceeds one ton.

2. In Sub Rule (b) of the said rule, for the words - - "ordinary mileage rates" substitute the words "rate of six pies per mile".

3. In Sub rule (c) of the said rule, for the words "one and half times the ordinary mileage rates" substitute the words " a fee at nine pies per mile".

4. Sub rule (cc) of the said rule shall be deleted.

5. In sub rule (e) of the said rule the word "Passenger" shall be inserted between the words " in the case of" and the words "Motor vehicles". Also the following shall be added at the end of the sub rule:-

"In the case of lorries plying for hire on such roads a fee at one and half times the ordinary rate shall be - - charged for a permit."

By Order,

for General Secretary to Government.

To

The Compiler, Mysore Gazette, for publication in Part IV of the Gazette and supplying 25 copies to the Secretariat.

Immediate. GENERAL AND REVENUE SECRETARIAT

D. O. No. 2824(2)

Dated, Bangalore, 17-11-31

Dear Sir,

In forwarding herewith a notification for publication in this week's Gazette, I am desired to request that you will be so good as to kindly arrange to have this published in the Gazette without fail.

Yours sincerely,

B. Puttaiya, Esq., B.A.,

Compiler, Mysore Gazette,

Bangalore.

13 E/15

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE,

General and Revenue Secretariat,

No. R.

Dated, Bangalore, 17th November *1931.*

NOTIFICATION.

The following draft amendments which the Government propose to make in exercise of the powers conferred on them under Section 11 of the Mysore Motor Vehicles Regulation, 1928, to the Mysore Motor Vehicles Rules issued with Notification No. P. 3015/Legis. 21-22-10, dated 11th December 1924 as amended from time to time are hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 1st December - 1931 and that any suggestions or objections which may be received from any person with regard to the said draft before the date - aforesaid will be considered by Government:-

Draft amendment.-

(1) For Rule 30 (2) (a) of the said Rules the following -- shall be substituted:-

The fee for such permits shall be levied according to the following rules:-

(a) The fee shall ordinarily be levied in the case of a motor bus on the basis of the number of miles likely to be traversed by the bus during the period of the permit calculated at the rate of 6 pies per mile. The minimum fee leviable for a permit shall however be not less than Rs. 50/- per annum.

The fee for taxis and touring passenger motor vehicles plying for hire having seating accommodation for less than 8 persons inclusive of the driver, shall be Rs. 50/- per annum.

If the vehicle is a lorry plying for hire the fee for such a permit shall be Rs. 100/- per annum when the carrying capacity of the lorry does not exceed one ton, and Rs. 200/- per annum -

when the said capacity exceeds one ton.

2. In Sub Rule (b) of the said rule, for the words - - "ordinary mileage rates" substitute the words "rate of six pies per mile".

3. In Sub rule (c) of the said rule, for the words "one and half times the ordinary mileage rates" substitute the words " a fee at nine pies per mile".

4. Sub rule (cc) of the said rule shall be deleted.

5. In sub rule (e) of the said rule the word "passenger" shall be inserted between the words " in the case of" and the words "Motor vehicles". Also the following shall be added at the end of the sub rule:-

"In the case of lorries plying for hire on such roads a fee at one and half times the ordinary rate shall be - - charged for a permit."

By Order,

for General Secretary to Government.

To

The Compiler, Mysore Gazette. for publication in Part IV of the Gazette and supplying 25 copies to the Secretariat.

TRM.8

15

NOTIFICATION.

No. P. 2820—*Legis.* 31-31-½, *dated* 17*th November* 1931.

The following draft amendments which the Government propose to make in exercise of the powers conferred on them under Section 11 of the Mysore Motor Vehicles Regulation, 1928, to the Mysore Motor Vehicles Rules issued with Notification No. P. 3015—Legis. 21-22-10, dated 11th December 1924 as amended from time to time are hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 1st December 1931 and that any suggestions or objections which may be received from any person with regard to the said draft before the date aforesaid will be considered by Government :—

Draft Amendment.—

(1) For Rule 30 (2) (a) of the said Rules, the following shall be substituted :—

The fee for such permits shall be levied according to the following rules :—

(*a*) The fee shall ordinarily be levied in the case of a motor bus on the basis of the number of miles likely to be traversed by the bus during the period of the permit calculated at the rate of 6 pies per mile. The minimum fee leviable for a permit shall however be not less than Rs. 50 per annum.

The fee for taxies and touring passenger motor vehicles plying for hire having seating accommodation for less than 8 persons inclusive of the driver, shall be Rs. 50 per annum.

If the vehicle is a lorry plying for hire the fee for such a permit shall be Rs. 100 per annum when the carrying capacity of the lorry does not exceed one ton, and Rs. 200 per annum when the said capacity exceeds one ton.

Vide Notification of 15-4-31

2. In Sub-rule (b) of the said rule, for the words "ordinary mileage rates" substitute the words, "rate of six pies per mile".

16

3. In Sub-rule (c) of the said rule, for the words "one and half times the ordinary mileage rates", substitute the words, "a fee at nine pies per mile."

4. Sub-rule (cc) of the said rule shall be deleted.

5. In sub-rule (e) of the said rule the word, "Passenger" shall be inserted between the words, "in the case of" and the words, "Motor vehicles".

Also the following shall be added at the end of the sub-rule :—

"In the case of lorries plying for hire on such roads a fee at one and half times the ordinary rate shall be charged for a permit."

By Order,
H. V. RAMASVAMI,
General Secretary to Government.

G.R.S. App. F VI—G 2]

2 47

SUBJECT .....

.....

.....

Diary No. of letter replied to .....

Section Legis
File No. 31-31
Serial No. 52

General and Revenue Secretariat

( )

the 193

Proceedings of the Government of His Highness the Maharaja of Mysore.

Date of issue 18/11/ 193 9.

Signed by M C S D

Read— Part ~~I~~ ~~Re Procedure for Necessary Competition with Railways~~ of the Report of the Committee appointed to suggest amendments to the Mysore Motor Vehicles Order thereon, dtd. Rules relating to provisions for minimising Competition with Railways.

Correspondence ending with letter No. 3436 01 24/28. 9. 1931 from the Asst. Secy. to Govt. furnishing his opinion in respect of the recommendations referred to above.

May this be—

(i) printed ?

(ii) treated as a standing order ?

(iii) published in the Gazette, English Part ?

(iv) translated ?

(v) placed at the disposal of the press ?

(vi) published in the Gazette, Kannada Part ?

18 Order No. 1 / 2838 / 4

The recommendations of the Committee are as follows:-

(1) No passenger motor bus should leave a town, where there is a railway station, one hour before or after the departure of a Reg Passenger Train. This applies only to the services which are classed as competing with the Regs.

(2) The list of railway competition roads may be revised on the following principle:

[Here enter from play C]

(3) A uniform rate of one cent per mile may be levied in respect of bus services running on railway competition routes.

(4) As regards normal keeping per bus, the ordinary rule should be that "one mile run per bus in any railway routes. If any closer on such routes as such, they

The Committee find that the Railways in respect of which large investments of public funds have been made and to certain extent of protection and that adequate safeguards should be provided to ensure - - - to State, and make the following recommendations

List of Enclosure

Copied by

Examined by

G. R. S. App F. G. 3.

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

secured obtain a permit therefor, paying .50 per cent more than the ordinary rate fixed

(5) Where secured by a board putting "for hire" in the case of carriages let out for hire

(6) Where routes are short, the Dy Supt may, where practicable run its own buses

In case such recommend that the following temporary measures ~~be~~ adopted:

(1) The existing number of buses need not be adhered to;

(2) The vacancies that occur need not be filled up; and

(3) Transfers need not ordinarily be ~~granted~~ required.

The Govt are pleased to approve of these recommendations

~~These recommendations are (46-45) subject to~~ ~~agreed to~~ ~~are approved~~

WD 0327—GPB—10,000—18-5-27

above with the
temporary measures
recommended to be
adopted

We beg Commrs
and Dirs of Pol are
requested to take
useful action to
regulate & the grant
of permits or renewal of
ord one having due
regard to the above principles and
also terminate the lists
of roads on which
bus services are not
permitted to ply per
hire and submit
proposals to cover early
~~basis to what extn~~
roads for Company
with Railways and
may be added to the
list of Dy Commissioners
roads for inter-meeting

1st January 1932,

for removing the list of Railway Competition roads in accordance with the principles in (2) above.

G. R. S. App F. G. 3.

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

Signal Communication with Railways.

Separate return will be taken to amend the rules concerned in this behalf.

Secy to Govt
Genl Depts

20 6/11/29.

Mr Agnihotri, Supdt Rly
" Dhuis V. Dy Controller of Stores
" Comptroller

Recd

Date
17/10/31

17/11/31.

WD 0327—GPB—10,000—18-5-27

S. O.

Government of his highness the Maharaja of Mysore.

GENERAL AND REVENUE DEPARTMENTS.

G. O. No. P. 2838-47—Legis. 31-31-2, dated 18th November 1931.

Mysore Motor Vehicles Rules.

Passes orders on the recommendations of the Committee appointed to suggest amendments to the —— relating to provisions for minimising competition with Railways.

READ—

Part V of the Report of the Committee appointed to suggest amendments to the Mysore Motor Vehicles Rules, relating to provisions for minimising competition with Railways.

Correspondence ending with letter No. 3436, dated 24—28th September 1931, from the Agent, Mysore Railways, furnishing his opinion in respect of the recommendations referred to above.

ORDER NO. P. 2838-47—LEGIS. 31-31-2, DATED 18TH NOVEMBER 1931.

The Committee find that the Railways in respect of which large investments of public funds have been made, need a certain amount of protection and that adequate safeguards should be provided for minimising the scope for undue competition in the case of the Railways owned by the State or other local bodies of the State and make the following recommendations:—

(1) No passenger motor bus should leave a town, where there is a railway station, one hour before or after the departure of a Railway Passenger train. This applies only to the services which are classed as competing with the Railways.

(2) The list of railway competition roads may be revised on the following principle:—

"In declaring particular roads as competing with the Railways, only those roads which run parallel to the Railway and which connect any two stations should be notified; but roads which open up the interior even though connecting two stations should not be notified, *e g.*, Bangalore-Kolar line, *via* Hoskote."

(3) A uniform rate of one anna per mile may be levied in respect of bus services running on railway competition routes.

(4) As regards lorries plying for hire, the ordinary rule should be that they shall not ply for hire, in railway competition routes. If they desire to run on such routes as well, they should obtain a permit therefor, paying 50 per cent more than the ordinary fee fixed.

(5) There should be a board put up "For hire" in the case of lorries let out for hire.

(6) Where routes are short, the Railway Department may, where practicable, run its own buses.

The Committee further recommend that the following temporary measures be adopted:-

(1) The existing number of buses need not be added to;
(2) The vacancies that occur need not be filled up; and
(3) Transfers need not ordinarily be recognised.

The Government are pleased to approve of these recommendations.

The Deputy Commissioners and District Magistrates of Districts are requested to take needful action to regulate with effect from 1st January 1932, the grant of permits or renewal of old ones having due regard to the above principles and also scrutinise the lists of roads on which bus services are now permitted to ply for hire and submit proposals to Government early for revising the list of Railway competition roads in accordance with the principles in recommendation (2) above.

Separate action will be taken to amend the rules concerned in this behalf.

H. V. RAMASVAMI,
Secretary to Government,
General Department.

To—The Agent, Mysore Railways.
The District Magistrates and Deputy Commissioners of Districts.
The Comptroller to Government.

Exd.—C. K.

WD 1031—GPB—475—25-11-31.

2305 P.837 23

THE MYSORE DISTRICT AUTOMOBILE ASSOCIATION,

(REGISTERED UNDER SOCIETIES REGULATION.)

MYSORE

Dated 26th Nov. 1931.

Ref. No. AA.411/31-32. URGENT.

GENERAL SECRETARY 27 NOV. 1931 No. Legis

To

H.V.Ramaswami, Esqr., M.A., B.L.,
General Secretary to Government of Mysore,
Public Offices, Bangalore.

Sir,

With reference to notification No.P.2820 Legis. 31-31-2 dated 17th November, 31, I have the honour to request, on behalf of the Mysore District Automobile - Association, to kindly permit a deputation of some - Members of the Association to meet the Member of Government to represent the extremely difficult situation of bus owners at present and the immense hardship that would be caused to them by any further increase of tax at this critical period of trade depression. The date and time may kindly be intimated.

I have the honour to be,
Sir,
Your most obedient servant,

H. R. Krishnamurthy

President.

H. Narasimhamurthy
PROPRIETOR
Express Bus Service
RUNS BETWEEN—
MADDUR-KOLLEGAL-HANUR
—AND—
MYSORE-HUNSUR

2337/31

Lakshmipuram, Mysore 24

DATED 28th Nov. 1931.

No. 114

Encl.

Legis. 31-21-1,

GENERAL SECRETARIAT
30 NOV. 1931
No.

To The General Secretary
in Charge of Law Department
Bangalore.

Sir,

With reference to your notification in the Gazette re: the the enhancement of the present Motor Tax from three pies to six pies per running mile, I beg to state the following:

The present financial position of the bus-owners is very precarious. Owing to world-wide general depression in all kinds of business, our business has also suffered a great deal. Our income has become very very poor which fact will be convinced by making a reference to the Income-Tax Office. Being unable to pay the present half-yearly road-cess, we are repeatedly asking the Government to receive the cess in quarterly instalments. Many are not able even to pay this small instalment and have taken extra time. While our income has fallen down, our expenditure is rising in every way. The duty on petrol has been increased and still there is a likelihood of its further increament. The rates of Tyres, Tubes & Spare parts have been enhanced. All these put together have made our position very miserable. Such being the case it is the most importune time to increase the

K. Narasimhamurthy
PROPRIETOR
Express Bus Service
—RUNS BETWEEN—
MADDUR - KOLLEGAL - HANUR
— AND —
MYSORE - HUNSUR

25

DATED ..... 193 ....

No. .....

Encl. .....

the existing tax. If the tax is increased, it is needless to say that many will be ruined. We, therefore, request you to kindly take a sympathetic view of the whole situation and save us from this unbearable tax.

I beg to remain
Sir
Your most obedient Servants

K Narasimha Murthy

2350 P 83/26

THE

MYSORE DISTRICT AUTOMOBILE ASSOCIATION,

(REGISTERED UNDER SOCIETIES REGULATION.)

MYSORE,

Dated 29th Nov. 193 1.

Ref. No. A.A.414/31-32.

Legis 31-31-3.

To

Rajamanthra Pravina K.Mathan, Esquire, B.A.,
Offg. First Member to the Government of Mysore,
Bangalore.

Respected Sir,

I beg to submit herewith a copy of the resolution passed by the Managing Committee of the Mysore District Automobile Association, Mysore, held on the 28th instant, regarding the question of increase of roadcess for motor vehicles plying for hire, notified in the Mysore Gazette of 19th November 31 vide notification No.P.2820-Legis.31-31-2, dated 17-11-31, and in doing so to place before you the following particulars for your sympathetic consideration.

The condition of motor passenger traffic has become exceedingly dull for over a year owing to the extreme trade depression and the low economic condition of the people in general which has made them not to undertake any journey except under sheer necessity The people going from place to place on trade business, the litigant public attending courts and katcheries and the people travelling on account of social functions such as marriages etc., have become considerably reduced. The low paying capacity of the common people and the eagerness of the some of the bus-owners to earn atleast the working expenses has lowered the rate of fare far below the requisite minimum charge for maintaining the business. In addition, owing to the enhancement of petrol duty, there has been an increase of 4 annas a gallon in the value of petrol. There has also been a great rise in the price of rubber goods and the value of

Machinery

THE

MYSORE DISTRICT AUTOMOBILE ASSOCIATION,

(REGISTERED UNDER SOCIETIES REGULATION.)

MYSORE,

Dated 29th Nov. 193 1'.

Ref. No. AA.414/31-32.

machinery. Everything that is happening for the last one year and more has been to the great disadvantage of the bus-owners who are just now landed in a miserable predicament. They are not in a position to continue the business with any advantage to themselves and the closing would mean immediate collapse as they will not be able to realize from their old vehicles even half their investment. Under these circumstances, we approach the Government to take pity on their miserable plight and postpone the enhancement.

Meanwhile, a committee may be appointed to investigate into the financial aspect of the motor passenger traffic and the levy be made on the basis of such investigation. I wish to add that the returns of Income Tax and the actual levy of it will give an idea as to what extent the earning in the business has fallen.

It is earnestly hoped that that the Government will sympathetically consider the representation and save the proprietors from their present condition of distress.

A deputation from the Association desire to wait upon you and represent their case in person if they are permitted to do so.

I beg to remain,
Respected Sir,
Your most obedient servant,

Hon. Secretary.

Encl. 1.

THE

MYSORE DISTRICT AUTOMOBILE ASSOCIATION,

(REGISTERED UNDER SOCIETIES REGULATION.)

MYSORE,

Dated *193*

Ref. No......

Copy of the resolution No.2 passed in the Managing Committee of the Mysore District Automobile Association, Mysore held on 28th November, 31.

Resolution:No.2:-

The members of the Association have learnt with utmost dismay the proposal of the Government that the roadcess should be increased from three pies to six pies a mile and respectfully bring to their notice the extremely critical condition of the bus owners owing to the fall of their income owing to trade depression and increase of expenditure owing to the rise of price of petrol, rubber goods and the machinery in general. They pray that the question of enhancement be deferred to a future occasion when the trade condition will have been restored. Meanwhile investigation may kindly be ordered to be made into the financial condition of bus-owners by means of a responsible committee appointed by the Government in which some representativ of the bus-owners will also be represented.

Sd/-H.R.Krishna Murthy.
President.

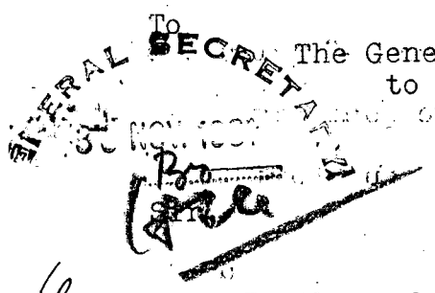
"True Copy"
For the Mysore Dt.Automobile Association,

Hon.Secretary.

2341/31
P 831
29

Lugs 31-31-5

To The General Secretary,
to the Government of Mysore,
B a n g a l o r e.



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28/11/31

I, the undersigned beg to submit this application to protest against the draft amendment (1) for rule 30. (2) of the Mysore Motor Vehicle Regulation, to the effect that road cess will be enhanced from 3 pies to 6 pies per mile on busses plying for hire.

1. Existing taxation itself is very heavy. On account of a variety of causes such as the world-wide trade depression, cut-throat competetion and the heavy rise in the prices of petrol, tyre and motor accessories no bus owner is able to earn his permit fee even at the present rate of 3 pies per mile.

2. The existing taxation is not only heavy but also many-sided. In fact bus owners are groaning under a variety of taxes direct and indirect. Direct taxes are- road cess at 3 pies per mile, G permit, Brake certificate fee and Municipal fee.

3. Indirect taxes are.- duties on petrol, on tyre and on all motor accessories. A tax of 6 annas is recovered on every gallon of petrol.

4. Besides there is the provincial toll in many roads. For instance, a toll of Rs.2/- a day is to be paid per bus at Sinduvalli in the Mysore - Gundalpet road and at Marchalli in the Mysore - Manantody road. God knows if there is any justification for this.

5. Besides, what about competetion? Bus owners are driven to compete and reduce bus charge from 1 anna to 2 to 3 pies per mile; because they hope to get, though in vain, at least roadcess by competetion.

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6. In addition to these, the prices of petrol, oil tyre, motors and motor accessories have gone high without any relation to the actual condition of bus business.

Under the circumstances explained above and until the normal conditions of business are not restored, Government should not penalise bus service by increasing road cess. I request the Government to appoint an Independent Committee of men who know the actual state of bus service and call on them to enquire and report if bus business can stand any further strain of taxation without being killed. Let not the Government pursue the policy of killing the hen that lays golden eggs. Bus owners are already on the braking point and any enhancement of tax is sure to end in dire disaster to bus industry itself.

I beg to remain,
Sir,
Yours most obediently,

S. S. Sangiah B.A.

Mysore,
Dated 29th Nov. 31.

Proprietor
SANGAMESWARA MOTOR SERVICE,
Mysore

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE 31

General and Revenue Secretariat

No. 3046 Tpr

Dated, Bangalore, 30th November 1931.

From

The *General Secretary to the Government of His Highness the Maharaja of Mysore.*

To

The President,
The Mysore District Automobile Association,
Mysore.

Sir,

With reference to your letters Nos. A.A.411/31-32 and A.A.414/31-32 dated 26th November and 29th November 1931, respectively requesting permission to wait on a deputation to meet the First Member of Council to represent difficulties that would be caused by increase of tax on motor ~~vehicles~~ buses etc as proposed, I am directed to state that the Member will be pleased to receive the said deputation containing 3 or 4 members of the Association on Wednesday the 2nd December 1931 at 4 P.M. in his Chambers in Public Offices, Bangalore.

I have the honour to be,
Sir,
Your most obedient servant,

For General Secretary to Government.

A.P.R.2.
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The Motor Vehicle Owners' Association

Bangalore City

New Bamboo Bazaar Road,

Ref. No. 2, Dated 30th Novr. 1931.

H. V. Ramaswamy, Esqr., M.A.B., B.L.,

General Secretary to the Government

of H. H. The Maharaja of Mysore, Bangalore.

S i r,

I beg to enclose herein a copy of the Resolution passed at the meeting held on Saturday the 28th November, 1931, at 6 P.M., in the premises of the above Association under the Chairmanship of Mr. B. Andur Rahmon, B.A., M.L.C., regarding the Draft Amendments proposed to be made in the Mysore Motor Vehicles Rules.

In this connection I beg to bring to your kind notice that this industry of Motor Bus Service is just showing some signs of development. It was brought into existence very recently and had had no sufficient time to improve itself. Meanwhile it had to face several troubles, not only from the Government, but from all around. The Rules areconstantly changed without giving any breathing time to the Bus owners to adjust themselves to the new rules and also the Cesses and other taxes that this industry has to pay are enhanced. The present situation of this industry is deplorable and is not unknown to one and all.

A large number of buses have been permitted to run on one and the same line, without gauging the actual needs of the locality. Secondly, the costs of materials that are required for this industry are always fluctuating. Thirdly, the Government

make every attempt to enhance their sources of income from this industry. And fourthly, the general public, who generally make use of these vehicles, are people that live in the mofussils, -- specially in towns and villages mainly the agriculturists whose income is getting reduced every day. Under the pressure of all these, the Bus Owners have to make attempts to maintain this industry. So far, under the greatest pressure, this industry has been kept alive.

It is a fact known to all the Government officers concerned that many Bus Owners in the past have lost what all they possessed on account of this industry. The present attempt of the Government to enhance the Road Cess etc., will, I am sure, nip the industry in the bud. The Bus Owners in addition to all that has been said above have to pay toll-gate fees also in the face of having increased the cost of Petrol which brings to the State a very large sum. The Bus Owners were surely expecting some relief at the hands of the Government after the increase of the cost of Petrol and oil; but on the other hand, the Government are attempting to further increase the burden on the Bus Owners with the hope of making some more money without considering the effect this will produce on them.

Lastly I sincerely beg to bring to your kind notice that if

The Motor Vehicle Owners' Association

Bangalore City

Ref. No. ..... Dated ..... 19 .

if these Amendments are given effect to, I am sure that this industry shall receive such a heavy blow that it may not be possible on any account for the Bus Owners to face the situation.

Therefore it is requested that the Government may kindly give up the idea of imposing further any kind of cess or tax on this industry as it is already overburdened by these.

I beg to remain,

Sir,

Yours obediently,

J. V. Srinivasa Rao

S e c r e t a r y.

Copy of this representation has been submitted to:--

1. R. Ranga Rao, Esqr., Chief Secretary to the Govt. of Mysore, Bangalore.
2. The Ex-Officio Secretary, Legislative Council, Public Offices, Bangalore.
3. The District-Magistrate, Bangalore District, Bangalore

The Motor Vehicle Owners' Association

Nes Bamboo Bazaar Road,
Bangalore City

35

Ref. No. 3. Dated 30th Novr. 1931.

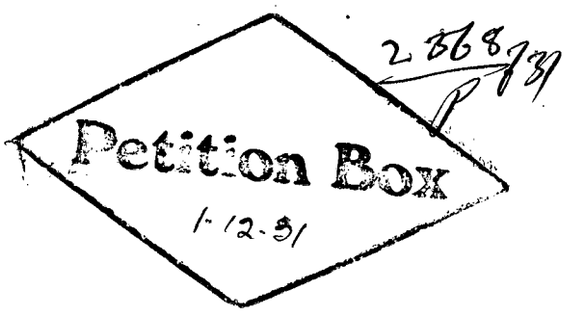
Extract from the Proceedings of the Meeting held on 28th Novr. 31.

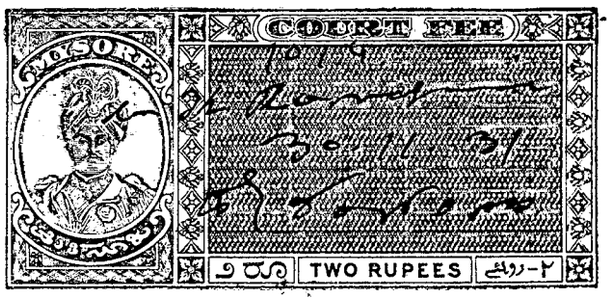
This Association resolves that the enhancement of Road Cess proposed to be levied by the Government, on Motor Vehicles under Government's Notification No. P.2820, Legis.31-31-2 dated 17th November, 1931, published in the Mysore Gazette dated 19th November, 1931, will not only work against the interest of the Bus Owners, but it will kill one of the thriving industries of the State in these days of depression. Therefore this Association places its protest against its levy.

J. V. Srinivasa Rao
Secretary.

To

The General Secretary,
to the Government of Mysore,
Public Offices, Bangalore.





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Before The Government Of His Highness

The Maharaja Of Mysore.

The under mentioned Motor Bus proprietors beg to state the following objections to the proposed enhancement of road cess for Motor buses.

1. The proprietors of the buses have even now greately suffered because of the heavy payments they have to make in the matter of State fund tolls, Municipal tolls, permit fees and road cesses.

2. The rates have also been considerably lowered owing to competition and if as proposed the cess should be doubled many a proprietor will have to close his business.

3. Lowering of the rates for travel, a rise in the prices of Motor accesaries, and a rise in the price of petrol have enhanced the difficulties financially of the motor proprietors and the present rise in the poad cess will only make several services to stop and thus causing loss to the Government.

4, Under these circumstances it is prayed that for the present the Government may be pleaséd not to enhance the rates as proposed.

1. K. V. Lawan
2. K. V. Lawan
3. K. Venkatramachar. Ananda Vilas Motor Service.
4. Meer Hasan T. R. M.
5
6
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(8) R. Lakshmanarao. Sathyanarayana motar Service Sira

3| [illegible]

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S. [illegible] → Shankara Motar Service Sira

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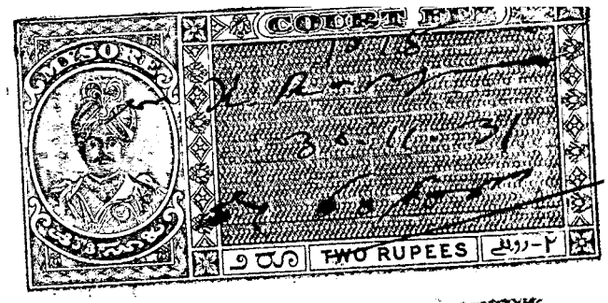

IN THE COURT OF THE Government of His Highness the Maharaja of Mysore
OF TUMKUR

19 —19 ನೇ ಇಸವಿ ನಂಬರು.

ವಾದಿ ಯಾ ಅರ್ಜಿದಾರ್ ಫಿರ್ಯಾದಿ	Vs.	ಪ್ರತಿವಾದಿ ಯಾ ಎದುರು ಅರ್ಜಿದಾರ್ ಅಪರಾಧಿ

M. S. Ranganna & ors.

ಮು| ರಾ| ಅಡ್ವೊಕೇಟ್ ಕೆ. ರಂಗಯ್ಯಂಗಾರ್, ಬಿ.ಎ., ಎಲ್ಎಲ್.ಬಿ., ಮತ್ತು
ಕೆ. ವಿ. ದೇಶಿಕ್, ಪ್ಲೀಡರ್ ಯವರಿಗೆ

petitioners ಬರೆಸಿಕೊಟ್ಟ ವಕಾಲತ್‌ನಾಮಾ.

ಮೇಲ್ಕಂಡ ಮೊಕದ್ದಮೆಯಲ್ಲಿ ತಾವು ನನ್ನ ಪರವಾಗಿ ಕೋರ್ಟಿಗೆ ಹಾಜರಾಗಿ ವಿವಾದಿಸಿ ಫೈಸಲ್ ಹೊಂದ ತಕ್ಕ ಬಗ್ಯೂ, ಈ ಮೊಕದ್ದಮೆಗೆ ಸಂಬಂಧಪಟ್ಟ ವಿಶಿಷ್ಟ ಸಡವಳಿಕೆಗಳ ವಿಷಯದಲ್ಲೂ ಅರ್ಜಿ ವಗೈರೆ ಕೊಡುವುದಕ್ಕೂ ಡಿಕ್ರಿಯನ್ನು ಜಾರಿಕ್ರಮ ನಡಿಸಿ ಹಣ ವಸೂಲ್ಮಾಡಿಕೊಳ್ಳುವುದಕ್ಕೂ ಕೋರ್ಟಿನಿಂದ ನನಗೆ ಸಲ್ಲತಕ್ಕ ಡಿಕ್ರಿ ಪೊಬಲಗು ಸಾಕ್ಷಿಭತ್ಯ, ವಗೈರೆ ತಿಲ್ಕು ಪೊಬಲಗು ಸಹ ಪಡೆದುಕೊಂಡು ರಶೀತಿಕೊಡುವುದಕ್ಕೂ ಕೋರ್ಟಿನಿಂದ ನನಗಾಗಿ ವಾಪಸು ಆಗುವ ದಾವಾಸ್ಟ್ಯಾಂಪು, ಪ್ರೊಸೆಸ್ ಸ್ಟ್ಯಾಂಪುಗಳು ಸಹ ಪಡೆದುಕೊಳ್ಳುವುದಕ್ಕೂ ಮತ್ತು ನನ್ನ ಬಾಬತ್ತು ವಿಶಿಷ್ಟ ದಸ್ತೈ ವಜು ವಗೈರೆಗಳನ್ನು ಕೋರ್ಟಿನಿಂದ ವಾಪಸು ತೆಗೆದುಕೊಳ್ಳುವುದಕ್ಕೂ ಸಹಾ ಈ ಮೂಲಕ ತಮಗೆ ಅಧಿಕಾರ ಕೊಟ್ಟು ಇರುತ್ತೇನೆ. ಈ ಆಧಾರದ ಮೇಲೆ ತಾವಾಗಲೀ ಅಥವ ತಮಗೋಸ್ಕರ ಮತ್ತ್ಯಾವ ಅಯರಾಗಲೀ ಅಡ್ವೊಕೇಟ್‌ರಾಗಲಿ ಪಿಟೋ ಮೊಕದ್ದಮೆಯಲ್ಲಿ ನಡಿಸುವ ಕೆಲಸಗಳನ್ನೆಲ್ಲಾ ನಾನು ಖುದ್ದು ಇದ್ದು ನಡಿಸಿ ಇರುವಂತೆ ಒಪ್ಪಲು ಇದರಿಂದ ಬದ್ಧನಾಗಿ ಇದ್ದೇನೆ.

ತಾರೀಖು ೨೦ 11 1931 ರುಜು K. Venkanna Char.

Mcm Hasan

20.11.1931

ಈ ವೊಕ್ತ್ಯಾರ್‌ನಾಮೆ ಕೊಟ್ಟವರು ನನಗೆ ಪರಿಚಯಸ್ಥರಾಗಿ ನನ್ನ ಸಮಕ್ಷವು ಇದಕ್ಕೆ ರುಜು ಮಾಡಿರುವದರಿಂದ ನಾನು ಸರ್ಟಿಫೈಮಾಡಿ ಇದ್ದೇನೆ.

ಈ ವೊಕ್ತ್ಯಾರ್‌ನಾಮಾ ಅಂಗೀಕರಿಸಿ ಇದ್ದೇನೆ.

ಅಡ್ವೊಕೇಟ್

ಶ್ರೀ ಪಾರ್ಶ್ವನಾಥ ಪ್ರಿಂಟಿಂಗ್ ವರ್ಕ್ಸ್, ತುಮಕೂರು

391

claims already as 23553/31 in Govt Secy 1/12

The Motor Vehicle Owners' Association

40

Bangalore City

New Bamboo Bazaar Road,

Ref. No. 2 Dated 30th Novr. 1931.

H. V. Ramaswamy, Esqr., M.A.B., B.L.,

General Secretary to the Government

of H. H. the Maharaja of Mysore. Bangalore.

GENERAL SECRETARIAT 1 DEC 1931 No 140

I beg to enclose herein a copy of the Resolution passed at the meeting held on Saturday the 28th November, 1931, at 6 P.M., in the premises of the above Association under the Presidentship of Mr. B. Andur Rahman, B.A., M.L.C., regarding the Part Amendments proposed to be made in the Mysore Motor Vehicles Rules.

In this connection I beg to bring to your kind notice that this industry of Motor Bus Service is just showing some signs of development. It was brought into existence very recently and had had no sufficient time to improve itself. Meanwhile it had to face several troubles, not only from the government, but from all around. The rules are constantly changed without giving any breathing time to the Bus owners to adjust themselves to the new rules and also the taxes and other taxes that this industry has to pay are enhanced. The present situation of this industry is deplorable and is not unknown to one and all.

A large number of buses have been permitted to run on one and the same line, without gauging the actual needs of the locality. Secondly, the costs of materials that are required for this industry are always fluctuating. Thirdly, the Government

make every attempt to enhance their sources of income from this industry. And fourthly, the general public, who generally make use of those vehicles, are people that live in the mofussils, specially in towns and villages mainly the agriculturists whose income is getting reduced every day. Under the pressure of all these, the Bus Owners have to make attempts to maintain this industry. So far, under the greatest pressure, this Industry has been kept alive.

It is a fact known to all the Government officers concerned that many Bus Owners in the past have lost what all they possessed on account of this Industry. The present attempt of the Government to enhance the Road Cess etc., will, I am sure, nip the industry in the bud. The Bus Owners in addition to all that has been said above have to pay toll-gate fees also in the face of having increased the cost of Petrol which brings to the State a very large sum. The Bus Owners were surely expecting some relief at the hands of the Government after the increase of the cost of Petrol and oil; but on the other hand, the Government are attempting to further increase the burden on the Bus Owners with the hope of making some more money without considering the effect this will produce on them.

Lastly I sincerely beg to bring to your kind notice that if

The Motor Vehicle Owners' Association
New Bamboo Bazaar Road
Bangalore City

42

Ref. No..... Dated.....19

if those Amendments are given effect to, I am sure that this industry shall receive such a heavy blow that it may not be possible on any account for the Bus Owners to face the situation.

Therefore it is requested that the Government may kindly give up the idea of imposing further any kind of cess or tax on this industry as it is already overburdened by those.

I beg to remain,

Sir,

Yours obediently,

J. C. Srinivasa Rao

Secretary.

Copy of this representation has been submitted to:—

1. R. Rangappa, Esqr., Chief Secretary to the Govt. of Mysore, Bangalore.

2. The Ex-officio Secretary, Legislative Council, Public Offices, Bangalore.

3. The District Magistrate, Bangalore District, Bangalore

The Motor Vehicle Owners' Association

No. Bamboo Bazaar Road.
Bangalore City

43

Ref. No. 3 Dated 30th Novr. 1931.

Extract from the Proceedings of the Meeting held on 28th Novr. 31.

This Association resolves that the enhancement of Road Cess proposed to be levied by the Government, on Motor Vehicles under Government's Notification No. P.2880, Legis.31-31-2 dated 17th November, 1931, published in the Mysore Gazette dated 19th November, 1931, will not only work against the interest of the Bus Owners, but it will kill one of the thriving industries of the State in these days of depression. Therefore this Association places its protest against its levy.

T. O. Srinivasa Rao
Secretary.

To

1. The General Secretary
to the Government of Mysore, Bangalore.
2. The Chief Secretary
to the Government of Mysore, Bangalore.
3. The District Magistrate,
Bangalore District, Bangalore.

Boards already 90 2555 of 31 money 1/12 44

The Motor Vehicle Owners' Association

Bangalore City

New Bamboo Bazaar Road,

Ref. No. 2 Dated 30th Novr. 1931.

H. Ev. Ramaswamy, Esqr., M.A., B.L.,

General Secretary to the Government

of H. H. The Maharaja of Mysore, Bangalore.

GENERAL SECRETARY 1 DEC 1931

1/12/31

I beg to enclose herein a copy of the Resolution passed at the meeting held on Saturday the 28th November, 1931, at 6 P.M., in the premises of the above Association under the Chairmanship of Mr. H. Andur Rahman, B.A., M.L.C., regarding the Draft Amendments proposed to be made in the Mysore Motor Vehicles Rules.

In this connection I beg to bring to your kind notice that this industry of Motor Bus Service is just showing some signs of development. It was brought into existence very recently and had had no sufficient time to improve itself. Meanwhile it had to face several troubles, not only from the Government, but from all Grounds. The Rules are constantly changed without giving any breathing time to the Bus owners to adjust themselves to the new rules and also the Cesses and other taxes that this industry has to pay are enhanced. The present situation of this industry is deplorable and is not unknown to one and all.

A large number of buses have been permitted to run on one and the same like, without gauging the actual needs of the locality. Secondly, the costs of materials that are required for this industry are always fluctuating. Thirdly, the Government

The Motor Vehicle Owners' Association

Bangalore City

46

Ref. No. ..... Dated 19

if these Amendments are given effect to, I am sure that this industry shall receive such a heavy blow that it may not be possible on any account for the Bus Owners to face the situation.

Therefore it is requested that the Government may kindly give up the idea of imposing further any kind of cess or tax on this industry as it is already overburdened by these.

I beg to remain,

Sir,

Yours obediently,

J. O. Srinivasa Rao

Secretary.

Copy of this representation has been submitted to:--

1. R. Ranga Rao, Esqr., Chief Secretary to the Govt. of Mysore, Bangalore.
2. The Ex-Officio Secretary, Legislative Council, Public Offices, Bangalore.
3. The District Magistrate, Bangalore District, Bangalore

The Motor Vehicle Owners' Association

New Bamboo Bazaar Road,
Bangalore City

47

Ref. No. 3. Dated 30th Novr. 1931.

Extract from the Proceedings of the Meeting held on 28th Novr. 31.

This Association resolves that the enhancement of Road Cess proposed to be levied by the Government, on Motor Vehicles under Government's Notification No. P.2820, Legis.31-31-2 dated 17th November, 1931, published in the Mysore Gazette dated 19th November, 1931, will not only work against the interest of the Bus Owners, but it will kill one of the thriving industries of the State in these days of depression. Therefore this Association places its protest against its levy.

J. V. Srinivasa Rao
Secretary.

To

The Chief Secretary
to the Government of Mysore,
Public Offices, Bangalore.

BANGALORE CITY ARCHIVES

2393 31
P 48

D.O. No. G2-797/31-32.

OFFICE OF THE DEPUTY COMMISSIONER, &
District Magistrate,
MYSORE DISTRICT,

Dated Mysore, 30th.November *1931*.

From

Legis 31-31-9

S.Abdul Wajid, Esq., B.A.,
District Magistrate,
Mysore District.

GENERAL SECRETARY
2 DEC 1931
No. Legis

H.V.Ramaswami, Esq., M.A., B.L.,
General Secretary to the Government of Mysore,
Bangalore.

Sir,

In enclosing herewith a copy of letter No.A.A.412/31-32 dated the 26th.instant from the President of the Mysore District Automobile Association, Mysore praying that the enhancement of road cess on buses plying for hire as contemplated in Government Notification No.P.2820Legis 31-32-2 dated 17-11-1931 may be deferred for the present in view of the present trade depression and consequent effect on the Bus Onwers, I have the honour to state that their representation deserves sympathetic consideration as the bus owners have been hard hit and are not making any profits.

I have the honour to be,
Sir,
Your most obedient servant,
Abdul Wajid.
District Magistrate,
Mysore District.

MGS

Letter No.AA.412/31-32 dated 26th.November 1931 from the Presidt The Mysore District Automobile Association to the District Magistrate,Mysore District.

With reference to your No.G2-797/31-32 ~~date~~ received to-day enclosing a copy of the notification No.P.2820 Legis.31-31-2 dated 17th.November 1931 regarding the increase of the road-cess for buse plying for hire, I beg to inform you that you are well aware of the miserable predicament in which a large number of bus-owners are placed and how they are finding the continuance of the business impossible. As one knowing the real condition of the people engage in the trade, I request you to kindly intercede on their behalf and have the question of enhancement deferred to a future time when the trade depression will have been tided over and the normal conc tion restored. The bus owners are not in a postition to give up their business as they will not be able to realise even half their investment and they are only continuing with infinite difficulty to make both ends meet. Your kind support and intercession are earnes ly requested.

" COPY "

For District Magistrate,
Mysore District.

MGS

2390-83/P-D-51

B. H. SANJEEVAPPA,
NEW GENERAL MARKET & ELECTRICAL BUILDINGS
CONTRACTOR, AND PROPIRETOR
SREE BALAKRISHNA MOTOR SERVICE.

13, ANCHEPET,
Bangalore City 30th November, 1931.

To

No 1173.

The General Secretary
to the Government of His Highness
the Maharaja of Mysore, Bangalore.

GENERAL SECRETARY
2 DEC. 1931
No

From BT

Re. Enhancement of Road Cess for Motor Buses.

I beg to submit the following facts for the kind consideration of the Government, in regard to the proposed enhancement of Road Cess on Motor Vehicles.

It is common knowledge that the present moment is the most inopportune for enhancement of the burden of any kind of taxation, not only for motor vehicles, but of any imaginable kind, in view of the world-wide trade depression and agricultural failure, and our State is no exception to this economic distress, which has been puzzling the greatest economists and administrators.

We, in Mysore, who have been carrying on the Motor Transport Industry, which is only of recent origin, feel the effect of the aforesaid factors keenly enough, and any attempt on the part of the Government of Mysore to put a further and heavier handicap on the owners by way of additional or enhanced taxation, would inevitably reflect itself in the total disappearance. On the one hand agricultural prospects are disquieting, on the other hand, trade in general has dwindled to a degree, possibly unheard of before now.

These two main factors have had a telling effect on the Motor transport Industry, and almost all the owners are at their wits'

B. H. SANJEEVAPPA,
NEW GENERAL MARKET & ELECTRICAL BUILDINGS
CONTRACTOR, AND PROPIRETOR
SREE BALAKRISHNA MOTOR SERVICE.

13, ANCHEPET,
Bangalore City 193

ends about the fate of their enormous investments in the Bus Business.

To addto the above disadvantages, the import duty on Motor Vehicles of all descriptions and spare parts has lately been enhanced considerably; the taxes payable at the various Toll Gates under the control of the District Boards and other Local Bodies etc, are responsible in no small measure to the present unenviable position of the Bus owners.

It may not be out of place to bring to your kind notice and consideration that even as matters stand at present, many of the Bus owners are sticking on to their business, simply because they have sunk large amounts and cannot get out of them without burning their hands rather too severely.

In the matter of motor taxation, the following comparative figures published in the Madras Mail of the 21st October, 31, will, apart from their interest, prove that the total taxes on motor Buses and Lorries are striking. The figures are for a 25 seater Bus:-(travelling about 100 miles per day):-

South Australia,	Rs.1300	per	year
West Australia,	" 1300	"	"
New Zealand,	" 960	"	"
United Kingdom,	" 820	"	"
Federated Malay States,	" 360	"	"
Straits Settlements,	" 290	"	"
Tasmania, ..	" 160	"	"
Kenya ..	" 100	"	"

"A similar bus running in an average district in S. India would pay Rs.2,048 per annum."

In Mysore, a Bus owner has to invest from Rs.2500 to Rs.3000/- each, and for a service of about 70 miles each way, he has to pay to Government in the shape of taxes about Rs.2000/-

B. H. SANJEEVAPPA,
NEW GENERAL MARKET & ELECTRICAL BUILDINGS
CONTRACTOR, AND PROPIRETOR
SREE BALAKRISHNA MOTOR SERVICE.

13, ANCHEPET,
Bangalore City 193

and if according to the enhanced proposed rate, he will have to pay about Rs.3000/--- a collosal sum indeed! This apart from incidental running expenses, such as petrol, tyres, tubes, oil etc, xxxxxxxxxxxxxxxxxxxxxxxxxx. On petrol alone, there is also an indirect taxation of about Rs.1000/-.

Judging from all these standpoints, the future of this public utility industry is not the least encouraging, and - instead of giving a set back to it by enhancing the Cess or other taxes, the industry deserves more of reduction of the existing burdens, if it should develop as in other countries.

Under these circumstances, I request that Government may be graciously pleased to abandon the proposed enhancement of the Road Cess, at any rate till better times dawn in the - country, for which act of sympathy, I have no doubt all the bus owners will be very grateful.

I beg to remain,

S i r,

Your most obediently,

B.H. Sanjeevappa

Proprietor,

Sri Balakrishna Motor Service.

30th June 1931

Appendix F G—1]

SUBJECT .....

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Section

File No.

Serial No.

Diary No. of letter replied to .....

No. 3046

To The Agent, Leyser Ra
Leyser

General and Revenue Secretariat

( )

the *193* .

Sir,

In forwarding
herewith a printed copy
of the Report of the
Motor Vehicles Rules Revision
Committee, I am directed
to invite your attention to Part X thereof
and to request you to let us
have as soon as is convenient
expedient to you
information of your
your views regarding
the recommendations
of the Committee having
regard to the question
of safeguarding the

Date of issue 30/11/31

Signed by [signature]

List of enclosures .....

Copied by .....

Examined by .....

WD 71—GBPM—40,000—20-7-31.

54.

interests of railways

I learn etc

Secy to Govt

Govt of Ind

18/9/37

Bom

~~18/9/37~~

24089 P 88 55

THE MYSORE MOTOR BUS OWNERS' ASSOCIATION

SRI NARASIMHARAJA ROAD

No .....

Bangalore City December 1, 1931

GENERAL SECRETARY
2 DEC 1931
No 1570

H.V. Ramaswami, Esq., M.A., B.L.,
General Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

Sir,

With reference to the draft amendments which the Governmen propose to make in respect of motor bus license fees, published i the Mysore Gazette of November 19, 1931, I have the honour to sta that the subject was discussed at great length at a Committee meeting of the Mysore Motor Bus Owners' Association on Saturday, the 28th instant. It was pointed out at the meeting that none of the bus owners have been at present making any profit in the busi ness due to the following causes:-

(1) increase in the price of petrol,
(2) want of traffic,
(3) the number of licenses granted for each road being far too many in excess of actual demand,
(4) increase in the price of spare parts and tyres.

Thus owing to these combined causes and the unfortunate tendency of the District Magistrates allowing the number of licenses to increase almost in every quarter which has unhappily resulted in cut-throat competition, the bus business is nothing but ruination not only to the person who is already in it but also to the new comer. My Committee therefore think it very inopportune that the Government should further tax the already over-burdened business.

My Committee wish to point out that the case of buses going into the Madras Presidency is still worse because there is r reciprocal arrangement existing in the matter of levy of license

fees or toll gates between the two Governments. They have not c to pay toll gates at the frontiers but also pay the motor vehicl tax and the District Board license fees which are unconscionably high. My Committee wish to point out that the buses in the Stat have been the cause of not only opening the country but also hav been a source of great fecility to the commercial and Agricultural people and hav thus been the cause of increased commerce. It is, therefore, necessary that the Government should view the matter carefully before taking the drastic step of increased taxation which might entirely drive a great number of vehicles off the road. It is impossible to bear any more burdens as the existing ones are far too heavy as pointed out in the following calculation:-

	Cost per mile
(a) Cost of petrol, calculating petrol @ Rs 1-8-0 per gallon and taking the bus to run 16 miles on an average.	Re. 0-1-6
(b) Oil - calculating quarter of a gallon for 50 miles, cost at Rs 3/- per gallon.	0-0-3
(c) Tyres - calculating 6000 miles on an average and 5 sets of tyres and tubes costing Rs 415/-	0-1-1
(d) Depreciation - calculating in three years' time the bus will cover 50,000 miles and the original cost of it being Rs 3,200/-	0-1-0
(e) Repairs and renewals - calculating that on an average it will cost Rs 50/- per month	0-0-6
(f) Driver and Conductor, Establishment, garage rent, G-permit fees, brake certificate fees.	0-1-0
(g) Tolls - taking that there will be only one toll to be paid	0-0-11
(h) Road Cess	0-0-6
Total	Rs 0-6-9.

Under the existing conditions it is impossible that any bus owner can expect payment which will cover the above working expenses, because the rates charged are so low. It is on this account that we find in Bangalore District out of 182 ~~166~~ licenses that existed in 1930, as many as 26 licenses have been transferred to others. The transfer, my Committee beg to assure you, means that the business was not profitable to the transferor and the transferee comes into the bargain without any experience of the business or with wrong notions of profit making. My Committee are prepared to help the Government in any way they can if the business were really a profitable one. They would have absolutel no objection to increased rates, provided they had the means to p

The condition of roads at the moment are far from being satisfactory and every day the cry is increasing that the damage to the buses is greater and greater than before and hence a large number of owners have been forced to spend a large portion of the earnings for repairs and renewals. Some of them have found it absolutely necessary to have one or two vehicles in spare, as the buses go sick very often.

For your information, my Committee wish toadd further that there is a tendency for the number of licenses to grow less and less as the business is quite unprofitable. In ~~one~~ Bangalore district, it is learnt that the number of licenses issued for 1929-30 was 182 and the number issued for this year is 166. The decrease here again is due to the causes that have been already pointed out and it does not certainly behove the Government at this juncture to increase the rate of license fees on buses when there is plenty of trade depression all over.

In conclusion, my Committee request that an opportu

may be given to them to wait on deputation when they will be abl to place all the grievances for consideration of Government.

I have the honour to be.

Sir,

Your most obedient servant,

President
The Mysore Motor Bus Owners' Assocn.

2409 88 59

SRI SRIKANTESHWARA MOTOR SERVICE.

CARS FOR HIRE.
TERMS MODERATE.

No. 1, II Cross Road,
BASAVANGUDI,
BANGALORE CITY.

No. 413/490. Dated 1st, December 1931.

GENERAL SECRETARY,
2 DEC 1931
No.

To

H. V. Ramaswami Esq., M.A., B.L.,

Secretary to the Gogernment of Mysore,

General Department, Public Offices,

B A N G A L O R E.

Ref. the Notification No. P.2820, Legis.31-32-2, dated 17th, November, 1931.

Sir,

With refernce to the Notification referred above with regard to the enhancement of Road Cess on Motor Vehicles, I beg to submit the following few lines objecting to the proposed increase in the Cess, for favour of your kind consideration and favourable orders.

That I have been runmmng buses on Bangalore-HosureRoad from the year 1923. Then the license fee was only 50/-/- in addition to the usual municipal tax. Besides we were paying only Rs. 50/- to the British Govt. by way of inspection fee, payable every six months.

That at present the license fees etc. have been increased exhorbitantly, as detailed below without any adequate advantage to me

1.	Road Sess to Bangalore District.	Rs. 241-0-0
2.	'G' permit fee --do---	Rs. 8-0-0
3.	Municipal fee (tax) toll--do--	Rs. 180-0-0
4.	Brake certificate fees ---do --	Rs. 20-0-0
5.	Toll gate fee at the Mysore Frontier,	730-0-0
6.	Motor vehicle Tax at Salem.	600-0-0
7.	'G' permit fee -do-	Rs. 8-0-0
8.	Brake certificate Fee -do-	Rs. 50-0-0
9.	Dist. Board Licence fee for the entire Dist.	Rs. 600-0-0

Totally each bus ~~bus~~ has to contribute the sum of Rs. 2437/4/- every year, as thesituation stands now. In addition to the above expenses, the prices of petrol, Lubricants, and spare parts have increased

That on account of the world-wide trade depression the travelling public have decreased to a very great extent.

That the numbes of licensed have increased very much disportionate to the traffic.

That the actual working expenses amount to Rs. 0-8-2, per running mile, taking into consideration the shed rent depreciation, without allowing for the interest on the insestment.

That the bus service is now alone working at a very heavy loss, on account of the unbearable taxation.

That on account of the foregoing reasons that that a move is made in the Madras Presidency to decrease the Dist. Board License fees, to a mimimum of Rs. 100/- a year.

That you can very well judge, from the decreasing number of buses, and the transfers effected in favour of persons who are strangers to the business, how the bus-owners are faring.

That it is my earnest prayer, that the benign Government should come forward to the rescue of the poor bus-owners, and instead of increasing the rate of Cess, the, should reduce the same, as the bus-owners have a right to live, as any other loyal subjects of His Highness the Maharaja of Mysore.

In view of the foregoing reasons, I pray the matter be put before the ~~Committee~~ Government and redress given, and the proposed increase be dropped. For which act of kindness I feel highly obliged.

I remain,

Sir,

Yours most obediently,

Krishnaswamy

2410 P 831 61

TO

THE SECRETARY TO THE
GOVERNMENT OF HIS HIGHNESS
THE MAHARAJA OF MYSORE,
BANGALORE.

GENERAL SECRETARY
2 DEC 1931
No

Petitioner:--

C. Puttiah,
Proprietor, H.R.D.Motor Service,
HOSUR CATTLE FARM,
(Salem District.)

Respected Sir,

With reference to the Notification No. P.2820-Legis.,31-31-2 dated 17th Novr., 1931, proposing to enhance the Road Cess from 3 pies to 6 pies per Mile, I beg to submit the following few lines for favour of your kind consideration and favourable orders:--

1. That I have been running Bus Service on Bangalore-Hosur Road from the year 1920 or thereabouts and that Fees levied have increased without adequate return to me.

2. That I have to pay License Fees, etc., to the Authorities in Salem District also in addition to what I have to pay in Bangalore District.

3. That, owing to world-wide trade depression, the collections made are not enough to meet the bare expenses even.

4. That, originally, there existed only five Buses on this route. Now that there are more than

Twenty

Twenty Buses, naturally, what little collection that I used to get has been distributed, though the expenses have increased owing to the enhancement of the Road Cess, Toll-gate Fee, the increase in Duty of Petrol and spare parts, etc.

5. That my actual working expenses amount to Rs.0-8-1 per running mile and the amount realised by my Service does not come to even 6 annas per mile.

6. That the existing rate of Taxation - alone is unbearable and any increase in the Road Cess, etc., will cause ruin to the industry.

7. That I have invested a huge capital, and it has not been possible for me to close the Business all of a sudden.

8. That, on account of the foregoing reasons, I PRAY THAT THE ENHANCEMENT OF THE ROAD CESS BE NOT GIVEN EFFECT TO.

For which act of kindness and help, I shall ever feel highly obliged.

I beg to remain,
Respected Sir,
Your most obedient servant,

HOSUR CATTLE FARM,
(Salem District,)
Dated 30th Nov.1931.

Petitioner

2388 P 53 63

The Motor Vehicle Owners' Association

New Bamboo Bazaar Road,
Bangalore City

Ref. No. 1/31-32 Dated 2nd November 1931.

Rec'd 2-12-31

To

Rajamanthra Praveena K. Mathan, B.A.
1st Member of Council,
BANGALORE.

Sir,

A deputation on behalf of the above association desires to wait upon you to discuss the amendments of the rules regarding the enhancement of Road Cess under the Mysore Motor Vehicle Regulation which are under contemplation of the Government. I request you to be kind enough to intimate the time when it will be convenient to you to receive the deputation.

I beg to remain,
Sir,
Yours Respectfully,
J. O. Srinivasa Rao
SECRETARY.
==========

GENERAL 3 DEC. 1931 No 3946

Draft submitted
Approved for issue
2/12
No: OP 3110 dt 2-12-31
to the Secretary of the Assoc.
Draft issued & the file sent with it
as directed.
2/12 for Secretary
(Sir Reuben)

3/12/31

Please see
file
(Sir Reuben)
3/12
ce 4/12/31

64

Appendix F G—1]

SUBJECT .....

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Section Legs

File No. /

Serial No.

Diary No. of letter replied to 2388 / 30

No. 3110

To J. V. Srinivasa Rao Esq
Secretary
The Motor Vehicle Owner's
Association.
New Bamboo Bazaar Road
Bangalore City.

General and Revenue Secretariat
(Legs

the 193

Date of issue 2/11/31

Signed by M' cost

Sir,

With reference to your letter of date requesting to intimate the time at which a deputation on behalf of your association may wait upon the Hon'ble Member of Council in connection with the amendment of rules regarding the enhancement of Road cess I am directed to inform you that the deputation consisting of not more than 3 or 4

List of enclosures .....

Copied by .....

Examined by .....

1.5 members of your association
persons may wish upon
him at 4 pm on Friday
the 4th Dec (93)

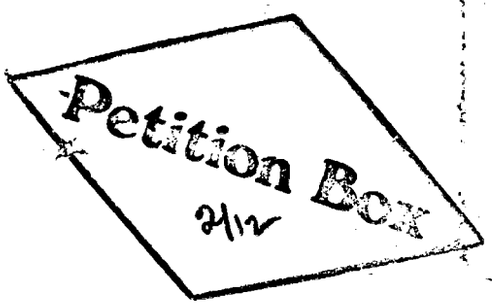
Herewith

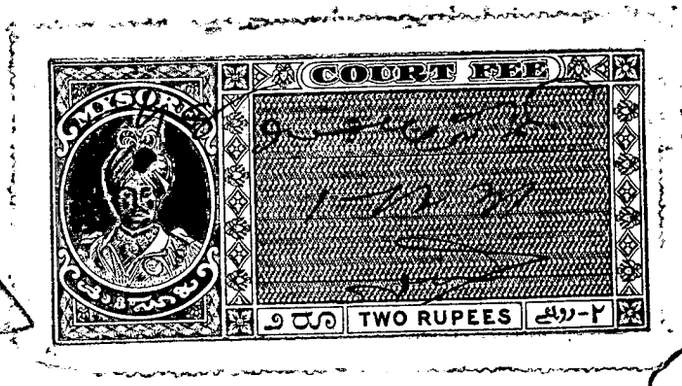
for Paul Berg

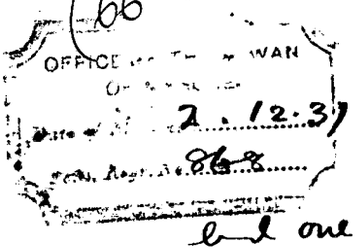
1) Bros should charge [illegible] — [illegible]
2) Maximum rates for 2½ fixed. They should be fixed
3) Competition + numbering boxes should be reduced
4) rates to be fixed

write to Dr. Registrars licensing

This gives a cash rate







To

The Dewan of Mysore,

Bangalore.

Sir,

The undersigned proprietors of motor bus services in Tumkur District, not competing with the Railways, most respectfully submit their objections to the proposed enhancement of the road cess from 6 pies per mile to one anna per mile on the following grounds:-

1. That their services are not in competition with the Railways.

2. That the road cess of 6 pies is itself an enhancement from 3 pies, ie., double the original tax.

3. That many toll-gates have been introduced on their lines, besides the road cess that is being paid by them.

4. That in these days of depression the service owners are already suffering heavy losses, so much so that many services are being suspended.

5. That the prices of all the requisites, accessories, and petrol have considerably increased and put the services to loss.

6. That the trade depression has to a great extent reduced the traffic.

39

7. That almost all the motor bus service owners are in debts and will be ruined if the cess is further increased.

II. That further they learn that the right of transferring the business if any one is unable to carry it on will not be recognised. The humble memorialists beg most respectfully that if this is done the service owners will be further ruined, as the last vestiges of any capital that could thus be realised by them from the transfer of business will be vanished.

III. That they therefore most respectfully pray that the benign Government will be pleased not to enhance the present road cess especially on the roads not in competition with the Railway lines and that their present rights and privileges may not be disturbed.

Bangalore
1.12.1931.

They beg to remain,
Sir,
Your most loyal citizens.

Proprietors:-

1. Sree Venkatesa Motor Service
2. Sree Maruty motor Service
3. Sree Krishna Motor Service
4. Sree Ranganatha Motor Service
5. Madhugiri Mail Motor Service
6. Tumkur-Devarayadurga Mail Motor Service
7. Tumkur Sira Mail Motor Service

ಮಹಾನ್ಯಾಯಾಲಯ

ಮೇಲ್ಕಂಡ ಅರ್ಜಿದಾರರ ಪರವಾಗಿ ಅರ್ಜಿದಾರರ ವಕೀಲರಾದ ಶ್ರೀ ಎಂ. ಎಸ್. ಶ್ಯಾಮಸುಂದರ್ ಇವರು ಈ ಕೆಳಕಂಡಂತೆ ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಿರುತ್ತಾರೆ.

1. ಅರ್ಜಿದಾರರು ಮೇಲ್ಕಂಡ ವಿಳಾಸದಲ್ಲಿ ವಾಸವಾಗಿದ್ದು ಸ್ವಂತ ಉದ್ಯೋಗ ಮಾಡಿಕೊಂಡಿರುತ್ತಾರೆ. ಅರ್ಜಿದಾರರು ಸಲ್ಲಿಸಿರುವ ಆದಾಯ ತೆರಿಗೆ ರಿಟರ್ನ್ಸ್‌ಗಳಿಂದ ತಿಳಿದುಬರುವಂತೆ ಅರ್ಜಿದಾರರ ವಾರ್ಷಿಕ ಆದಾಯವು ರೂ. 1,00,000/- ಕ್ಕಿಂತ ಮೇಲ್ಪಟ್ಟಿರುತ್ತದೆ.

2. ಅರ್ಜಿದಾರರು ಮೇಲ್ಕಂಡ ವಿಳಾಸದಲ್ಲಿ ಸುಮಾರು 3 ವರ್ಷಗಳಿಂದ ವಾಸವಾಗಿದ್ದು, ಅಲ್ಲಿಂದ ಮೇಲ್ಕಂಡ ಸ್ಥಳಕ್ಕೆ ಸುಮಾರು 5 ಕಿ.ಮೀ. ದೂರವಿರುತ್ತದೆ. ಅರ್ಜಿದಾರರು ಮೇಲ್ಕಂಡ ಸ್ಥಳಕ್ಕೆ ಹೋಗಿ ಬರಲು ಸ್ವಂತ ವಾಹನವನ್ನು ಉಪಯೋಗಿಸುತ್ತಿರುತ್ತಾರ

2443 1931 P 831 70

GENERAL SECRETARIAT
4 DEC 1931
No. 152

To

The General Secretary to the Government
of His Highness the Maharaja of Mysore,
Bangalore.

Honoured Sir,

With reference to Government Notification No. 2820 Legis 31-31-2 dated 17-11-1931, proposing certain amendment to the rule framed under the Mysore Motor Vehicles Regulation, we the owners of Motor Vehicles plying for hire and residing in the Hassan District beg to bring the following grievances with the full hope of getting redress at your benevolent hands.

2. According to the draft amendment there is a proposal to lev the fee on the basis of the number of miles likely to be traversed by the vehicle at the rate of six pies per mile per day, irrespective of the seating accommodation of each vehicle.

3. The introduction of this provision will be very much taxing on the owners of vehicles running regular services, as they have to make trips on the permitted routes whether they collect at least the necessary expenses or not.

4. Owing to the acute economic depression prevailing everywher the travelling public are not taking their seats in the vehicles oven if they are asked to take their seats after payment of charges calculated at the rate of three pies per mile.

5. As there is no provision that there should be no competitio in the levy of charges on passengers and they should charge only the scheduled rates, this has given room for cut-throat competition and is very much affecting the regular services.

6. In order to open a regular service on any particular route two vehicles will have to be possessed irrespective of the distance as otherwise it will not be possible to run regular service. If one in use is disabled or required any repairs the other bus will have to be used in order to ensure regularity.

7. The capital cost for the purchase of buses and the expenses on account of regular establishment i.e., pay of a mechanic, driver, and conductor for each bus, commission for several agents, spare parts tyres, tubes, petrol and oil etc., in addition to the amount of taxes that will be levied by the Government i.e., brake certificate and re-registration fees, road cesses, toll charges and municipal taxes etc., that are being levied, are taken into account, it will be hardly insufficient to meet the cost of maintenance even and no interest could be recovered on the capital investments.

8. We did not think of what happens in the beginning, but by experience we are seeing that we are growing poorer and poorer day by day by spending morepocket money in order to meet the incidental expenses also owing to poor collection which can be made known to Governmen if the accounts maintained by us are called for and perused.

9. The opening of bus services to the destinations having no other conveyance by us all, being a sort of commercial business the Government ought to heartly co-operate with the owners of such services and encourage them by reducing some of the taxes that is being levied at present as this has helped government to a very great extent for cutting down their expenditure on account of travelling allowances to be paid to Officers and has also prevented road robbery and dacoity for which additional staffs were required to be appointed by Government for the prevention of these crimes.

10.

10. The fee that is being charged by the Government as per the present rules 30(2)(a) in addition to other taxes, being already too heavy, we pray that this provision may kindly be kept unaltered owing to the above reasons.

11. As there is no provision in the present code with regard to the levy of cesses for taxies and touring motor plying for hire, this provision may be made in the rule and the lumpsum fee of rupees fifty per annum, charged. If this provision is made government may kindly be pleased to make it clear that theowners of permits for taxies and touring passenger motors are prohibited from running their vehicles during the scheduled timings of a regular service, as otherwise the grant of such permits leads to cut throat competition and thereby he loss will be sustained by both.

12. As there is no provision for plying lorries for hire this rule also may be adopted.

13. According to the proposed amendment, there isa proposal for the issue of the permits for taxies and touring passenger motors and as such, rule 30(b) may be deleted, as it will be a loss to the Governmen if the permits issued in this behalf are lost or otherwise mislaid by the holders thereof and no penalty could be recovered from them.

14. There is a proposal in the amendment to levy fee at nine pies per mile likely to be traversed by the vehicles under rule 30(c) if permits are taken to run services during jatras etc. The jatras etc., are the only occasions during which a bus owner can expect seme collection from the travelling public, the enhancement of this fe do not seem warranted owing to the several reasons set forth in paras 2 to 9 above.

15. We pray that these and such other reasons which may be put forth before your honour by our friends of other Districts in the State, may be placed before Government for favourable consideration to pass orders as it deems fit.

16. We also beg to state that if ordered, we are prepared to appear before Government with our accounts to prove that the taxes now being levied by Government are too heavy and the business has become utter failure to us.

As in duty bound we ever pray.

We beg to remain,
Honoured Sir,
Your Honour's most obedient
and Humble Servants,

Hassan :
1st December 31 :

(1) H. M. Mohamed Jamal
The Hassan Mofussil Service

(2) A. S. Gowdinggappa.
Sree Ranjindeswara Motor Service

(3) H. S. Subbarayanthy
Sree Ranganatha motor Service

(4) Hm. abdul Hafiz
The Silai motor Service Ha

(5) Hk. Mohn
Kadamane Parcel Express Hassa

b. B. Chandrasekhar.
S. R. T. Royal mail service

Indian Motor Servic

2423 83/P 32

No.G2.797/31-32.
Encl.: ~~One.~~ Two

OFFICE OF THE DISTRICT MAGISTRATE,
Mysore District.

Dated, Mysore the 1st December 1931.

From

S. ABDUL WAJID, Esq., B.A.,
District Magistrate, Mysore District.

GENERAL SECRETARY
3 DEC 1931
No. B.D.

To

H. V. RAMASWAMI, Esq., M.A., B.L.,
General Secretary to the Government of
Mysore, Bangalore.

Sir,

In continuation of my letter No.G2. 797/31-32 dated 30th November 1931 in the matter of enhancement of road cess on vehicles plying for hire, as contemplated in Government Notification No.P. 2820 Legis. 31-31-2 dated 17th November 1931 I have the honour to forward herewith in original letter No. A. A. 414/31-32 dated 29th November 1931 from the Secretary, the Mysore District Automobile Association on the above subject addressed to the First Member of Council in Mysore, Bangalore.

I have the honour to be,
Sir,
Your most obedient servant,

Abdul Wajid.
DISTRICT MAGISTRATE,
Mysore District.

NRS

THE

MYSORE DISTRICT AUTOMOBILE ASSOCIATION,

(REGISTERED UNDER SOCIETIES REGULATION.)

73

MYSORE,

Dated 29th Nov. *193* i

Ref. No. A.A.414/31-32.

Through
The District Magistrate,

Mysore District, Mysore.

To
Rajamanthra Pravina K.Mathan, Esquire, B.A.,

Offg. First Member to the Government of Mysore

Bangalore.

Respected Sir,

I beg to submit herewith a copy of the resolution passed by the Managing Committee of the Mysore District Automobile Association, Mysore, held on the 28th instant, regarding the question of increase of roadcess for motor vehicles plying for Hire, notified in the Mysore Gazette of 19th November 31 vide notification No.P.2820-Legis.31-31-2, dated 17-11-31, and in doing so to place before you the following particulars for your sympathetic consideration.

The condition of motor passenger traffic has become exceedingly dull for over a year owing to the extreme trade depression and the low economic condition of the people in general which has made them not to undertake any journey except under sheer necessity The people going from place to place on trade business, the litigant public attending courts and katcheries and the people travelling on account of social functions such as marriages etc., have become considerably reduced. The low paying capacity of the common people and the eagerness of the some of the bus-owners to earn atleast the working expenses has lowered the rate of fare far below the requisite minimum charge for maintaining the business. In addition, owing to the enhancement of petrol duty, there has been an increase of 4 annas a gallon in the value of petrol. There has also been a great rise in the price of rubber goods and the value of

Machinery

THE

MYSORE DISTRICT AUTOMOBILE ASSOCIATION,

(REGISTERED UNDER SOCIETIES REGULATION.)

MYSORE,

Dated 29th Nov. *193* 1.

Ref. No. AA.414/31-32.

machinery. Everything that is happening for the last one year and more has been to the great disadvantage of the bus-owners who are just now landed in a miserable predicament. They are not in a position to continue the business with any advantage to themselves and the closing would mean immediate collapse as they will not be able to realize from their old vehicles even half their investment. Under these circumstances, we approach the Government to take pity on their miserable plight and postpone the enhancement.

Meanwhile, a committee may be appointed to investigate into the financial aspect of the motor passenger traffic and the levy be made on the basis of such investigation. I wish to add that the returns of Income Tax and the actual levy of it will give an idea as to what extent the earning in the business has fallen.

It is earnestly hoped that that the Government will sympathetically consider the representation and save the proprietors from their present condition of distress.

A deputation from the Association desire to wait upon you and represent their case in person if they are permitted to do so.

I beg to remain,
Respected Sir,
Your most obedient servant,

Hon. Secretary.

Encl. 1.

75

THE

MYSORE DISTRICT AUTOMOBILE ASSOCIATION,

(REGISTERED UNDER SOCIETIES REGULATION.)

MYSORE,

Dated *193*

Ref. No. .....

Copy of the resolution No.2 passed in the Managing Committee of the Mysore District Automobile Association, Mysore held on 28th November, 31.

Resolution:No.2:-

The members of the Association have learnt with utmost dismay the proposal of the Government that the roadcess should be increased from three pies to six pies a mile and respectfully bring to their notice the extremely critical condition of the bus owners owing to the fall of their income owing to trade depression and increase of expenditure owing to the rise of price of petrol, rubber goods and the machinery in general. They pary that the question of enhancement be deferred to a future occasion when the trade condition will have been restored. Meanwhile investigation may kindly be ordered to be made into the financial condition of bus-owners by means of a responsible committee appointed by the Government in which some representativ of the bus-owners will also be represented.

Sd/-H.R.Krishna Murthy

President.

"True Copy"
For the Mysore Dt.Automobile Association,

Hon.Secretary.

2424/31
P 93
76

To

The General Secretary,
Government of Mysore,
BANGALORE.

Sir,

Regarding the praposed enhancement of the Road Cess leviable on Motor Vehicles under the Mysore Motor Vehicles Regulation of 1928, we the undersigned proprietors of Motor Bus Companies in Kadur District beg to state as follows:

I. That the Government are probably aware of the fact that an account of the increased Customs duties on Busses and spare Parts, and the increased duty on Petrol, the Bus owners have to pay as much as 40% extra for spare parts 20% extra for petrol and 25% extra for Tyres and tubes.

II. In the annexed Tabular Statement the income of one of the concerns for the half year ending with December 1930 and the corresponding 5 months for 1931 are given. The average cost per mile in the years prior to the enhancement of the customs and petrol duties is also given. This concern runs between destinations which is not served by any other Bus concerns and the same uniform rate has been maintained. The undersigned respectfully submit that it is after meeting these expenses that they can make the concern earn a profit.

III. The figures for 1930 and 1931 shows that there has been considerable fall in passenger traffic on account of the economic depression and the earnings for this concern in some months has fallen down nearly 33-1/3% while the running expenditure including the petrol charges has gone steadily rising showing an increase of nearly 40% in the case of Motor Accessories.

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IIII. It is submitted that even in 1930 the marginal profit was very small compared to heavy capital outlay and in some months it was hardly possible to make both ends meet whereas in 1931 conditions have gone steadily increasing resulting in an average daily loss of Rs. 0-2-6 per running mile or nearly Rs.23/- per day. (This concern has permit to cover 224 miles per day up and down). The proprietors of these as well as other Bus concerns in this district are keeping the concern giving lâst closing it down should land them in utter financial ruin.

V. The wear and tear of the Busses specially to these plying in Malnad Roads subjected to severe monsoon conditions is heavier than is shown in the annexed table and the Bus proprietors have to spend considerable sums very frequently for the repairs.

VI. The praposed enhancement will hit hard a community that is doing good service for the state by linking up almost inaccessable places by a regular steady and reliable Service, places in which a Railway could not be dreamt of. This community it is submitted are contributing an average Rs. 15,000/- to the funds of the Kadur District by way of Roadcess and another Rs. 8,000/- by way of Tolls.

VII. Enhancing the roadcess to Half anna per mile would spell utter ruin to a community which is already heavily taxed. The point may be made clear by taking the instance of Bus Service running between Chickmagalur and Mysore Frontier on the Charmady Road. An owner of this concern has to pay to Government for G and H permit Rs.32/- @ Rs.16/- per permit, Rupees Five per quarter for Registration Certificate or Rs. 20/- annually, Roadcess @ Rs.0-0-3 per mile (distance 48 miles) Rs. 570-0-0 per annum, Toll charges Rs. 800/- per year. So in all Rs.1422/- per year or nearly Rs. 116/- per month. Doubling the roadcess would add another

1422

another Rs. 570/- to this figure making it Rs. 1962/- per year. Another fact has also to be borne in mind and that is there are nearly as many as Eight Busses permitted to run every day between these two places and hence the competition is very keen and margin of profit is very small.

VIII. So far as Kadur District is concerned it is only a very small portion of the District that is connected by Railway. It is thought that an account of the competition of the Motor Busses the Railways are suffering, the petitioners submit that should the Government think it just to enhance the roadcess it may be made applicable only to Motor Services competing with the Railways.

IX. In conclusion the undersigned respectfully pray that Government be pleased to treat the petition with equanimity taking into consideration the fact that these proprietors/ of Bus concerns are already taxed up to the maximum limit and they are further directed to pay incometax an income which they are never able to earn. Further enhance ment would break the lucks of companies owning motor Busses plying for hire and would spell their utter ruin.

X. The Undersigned respectfully submit that the Government would be pleased to consider the above fact and direct that no enhancement be made in the roadcess.

Yours most Obediently,

M. K. [illegible]

Managing partner,

The Manjanatha Motor Service
Chickmagalur.

Chickmagalur.
Dated 28th. Nov. 1931

Table 1.

ITEMS OF COST THAT GO TO MAKE UP THE TOTAL COST FOR ONE MILE TO RUN.

	ITEMS.		EXPENDITURE PER MILE.
1.	Petrol.	15 miles per gallon.	21$\frac{3}{4}$ pies.
2.	Oil.	250 miles per gallon.	4 pies.
3.	Tyres and tubes.		12 pies.
4.	Wages.		12 pies.
5.	Repairs.		18 pies.
6.	Licenses and Taxes.		3 pies.
7.	Road Cess.		3 pies.
8.	Depreciation.		7 pies.
	Interest.		2$\frac{1}{4}$ pies.
10.	Insurance.		2 pies.
11.	Rent Etc.,		4 pies.
		Total expenditure.	7 as. 5 Ps.

Table 2.

Table SHOWING COMPARRISON OF TRAFFIC DOWNFALL FOR THE YEARS 1930 and 1931.

Name of the month.	Total collections 1930	1931.	Total miles run per month. 1930	1931.	Average 1930	1931 per mile.
	Rs.	Rs.				
July,	3,417 .	2,448.	6,944.	6,944.	8 annas.	6 annas
August.	3,812	2,228	6,944.	6,944.	8$\frac{3}{4}$ annas.	5as.2Ps
September.	3,017.	2,143.	6,720.	6,720.	7 annas.	5 annas
October.	2,854.	2,273.	6,944.	6,944.	6as. 8Ps.	5as. 2Ps
November.	3,538	2,707	6,720	6,720	8as. 2Ps.	6$\frac{1}{2}$ annas

Names of the Bus concerns.	Signature of Proprietors.
1. The Shankar Motor Company, Royal Mail Contractors, K O P P A. KADUR.	
2. The C.P.C. Motor Service, Royal Mail Contractors, Chickmagalur. Kadur Dt.	
3. Shree Rama Motor Service, Chickmagalur Kadur Dt.	
4. Shri Shrikanteshwara Motor Service, Tarikere, Kadur District.	
5. The Hanuman Motor Service, Chickmagalur, Kadur Dt.	
6. C.S. Motor Service, Chickmagalur, Kadur District.	
7. Shri Sathyanarayana Motor Service, Chickmagalur, Kadur Dt.	
8. The Malnad Planters' Motor Service, Chickmagalur, Kadur Dt.	
9. The Ananda Motor Service, K O P P A. KADUR.	
10. Shree Krishna Motor Service, Chickmagalur, Kadur Dt.	
11. Aradhya Motor Service, Kadur District.	
12.	

Appendix F G—1]

SUBJECT .....

.....

.....

General and Revenue Secretariat

( )

the 193 .

Date of issue 5/12/31

Signed by Mr C&P

Draft Subd
Date 5/12/31 Jrse 4/7/M

List of enclosures .....

Copied by [illegible] 5/12

Examined by .....

Section

File No.

Serial No.

Diary No. of letter replied to .....

No. 03160-7

To

The Dt Magistrates of Di

Sir,

I am directed to request you to be forwarded as forward as early as possible before the 10th inst a list of Roads in the Dt in which bus services are permitted to ply with information as to the number of buses permitted & permits granted for each of such roads

I am etc

for Secy to Govt Genl

Date 5.12.31

5/12/31

TYPING SECTION
5. DEC. 1931
GEN'L & REVENUE SECTT.

WD 71—GBPM—40,000—20-7-31.

25789 82

OFFICE OF THE DEPUTY COMMISSIONER,
SHIMOGA DISTRICT.

S.C.863/31-32.
No. .....
Encl 1

Dated, Shimoga..... 6th December 193 1

FROM

GULAM MOHADIN MEHKRI, ESQ., B.A, LL.B.,
District Magistrate,
Shimoga District.

GENERAL SECRETARY.
8 DEC 1931
No. 4702

H. V. Ramasvami, Esq.,M.A., B.L.,
General Secretary to Government,
BANGALORE.

SIR,

With reference to your letter No.3160-7 and No.3172 (Legis.) dated the 5th instant, calling for certain information re: the roads on which buses are permitted to ply for hire, I have the honour to invite kind reference to this office Notification No.J3.M.C.198 dated 5-6-1931 published in the Gazette and to forward herewith a statement embodying the information called for in the letters referred to above

I have the honour to be,
Sir,
Your most obedient servant,

Deputy Commissioner
Shimoga District.

ADB.

Notification No. 93. Mis. 198 dated 5-6-1931.

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Maximum number of Bus Services that will be licensed to ply for hire on the several roads in the Shimoga District, during 1931-32.

			Number of Bus Services that were permitted by the Dist. magistrate on the representation of the several Proprietors.
I.	Shimoga-Tirthahalli Agumbe frontier ...	4 Up and Down	6
II.	(a) Shimoga-Ayanur-Kumsi-Ananthapur-Sagar up to Jog.	4 Do	6
	(b) Sagar-Ulvi-Sorab-Shikarpur ...	2 Do	2
	(c) Shiralkoppa-Sunnadakoppa frontier ...	Light Bus with 7 passengers—1 Up and Down.	2
	(d) Sagar-Ulvi-Shiralkoppa-Shikarpur ...	In fair weather only.—1 Up and Down.	1
	(e) Shiralkoppa-Anavatti-Tavanandi-Sorab ...	Light Bus with 12 passengers.—1 Up and Down (in fair weather).	-
III.	(a) Sagar-Avinahalli-Pataguppa-Hosanagar ...	2 Up and Down	2 (Come upto Hosanagar and another upto Balabare)
	(b) Anavatti-Gondi frontier ...	1 Up and Down (To be given to one, who takes license British Territory).	—
IV.	(c) Kumsi-Ayanur-Ripponpet-Humchadakatte-Tirthahalli.	1 Up and Down	2 (Both the Services start from Shimoga)
	(b) Shimoga-Ayanur-Ripponpet-Hosanagar-Nagar-Balebare frontier.	2 Do	2
	(c) Hosanagar-Benhatti ...	In fair weather only. 1 Up and Down.	1
V.	(a) Shimoga Sowlanga-Honnali-Malebennur frontier	3 Up and Down	4
	(b) Shimoga-Sowlanga-Shikarpur-Shiralkoppa	2 Do	2
	(c) Shimoga-Ayanur-Sowlanga-Honnali-Malebennur frontier.	1 Do	1
VI.	(a) Shimoga-Chilur-Honnali ..	Light buses only—12 passengers. 2 Up and Down.	1
	(b) Shimoga-Chilur-Honnali upto Haribar boundary.	1 Up and Down	1
VII.	(a) Shimoga-Bhadravati and on to the Shimoga District frontier on the Tarikere Road.	3 Do	3
	(b) Shimoga-Bhadravati-Chennagiri and on to the Shimoga District frontier on the Holalkere Road.	2 Do	4
VIII.	Channagiri-Sulekere and on to Thyavanige (District frontier).	2 light buses Up and Down	1
XI.	Tirthahalli-Humchadakatte-Ripponpet-Ananthapur-Sagar.	1 Up and Down	1
X.	Honnali-Shikarpur	1 Do	1
XI.	Shimoga-Umblebyle and on to the District frontier on the Narasimharajapura Road.	2 Do	3
XII.	Agumbe to Begar District frontier on the Koppa-Agumbe Road.	5 Up and Down. If permission is given in other District	5 (Permission to ply these Services was granted to on the recommendation made by the Dist. magistrate — Chikmagalore.
XIII.	(a) Tirthahalli to Shimoga District frontier on the Koppa Road	1 Up and Down	1
	(b) Tirthahalli-Yadur-Hulikal-Balebare frontier.	1 Do	1
XIV.	Shimoga-Holehonnur ...	1 Do	
		48	53

Dist. magistrate
& Shimoga District
188 6-12-31.

255 7731 84

D. C. 3]

In reply please refer to—
No. L. Dis 8101/31-32
Enc. one Statement

OFFICE OF THE DISTRICT MAGISTRATE.
KADUR DISTRICT.

Chikmagalur, dated....8th December.....193 1.

FROM

C. S. KUPPUSWAMIENGAR, ESQUIRE,
District Magistrate,
Kadur District.

GENERAL SECRETARY
9 DEC 193
No. Legis

To

H.V. RAMASVAMI, Esq., M.A., B.L.,

General *Secretary to the Government of*
His Highness the Maharaja of Mysore,
BANGALORE.

Ce 9/12/31

SIR,

As desired in your letter No. P. 3160-7 Legis. dated the 5th instant, I have the honour to forward herewith a statement showing the roads on which bus -- services are permitted, the number of services fixed and the number of permits -- granted for each of such roads in the District.

I have the honour to be,
Sir,
Your most obedient servant,

District Magistrate,
Kadur District.

SKR.

Statement showing the roads on which bus services are permitted, number of buses permitted and permits granted for each of such roads in the Kadur District.

Sl. No.	Name of road on which buses are premitted	Number of services fixed.	Number of permits granted.
1.	Chikmagalur - Kadur	9	9
2.	Chikmagalur - Tarikere via Santaveri	3	3
3.	Tarikere - District Border towards Shimoga	3	3
4.	Tarikere - Narasimharajapur	2	2
5.	Chikmagalur - Balehonnur	2	2
6.	Balehonnur - Sallebile	2	2
7.	Sallebile - Koppa	3	3
8.	Koppa - Narasimharajapur	4	4
9.	Koppa - Sringeri	2	2
10.	Koppa - District Border towards Agumbe	4	4
11.	Sringeri - District Border towards Agumbe	1	1
12.	Balehonnur - Kotigehar	1	1
13.	Chikmagalur - Mudigere via Aldur	5	5
14.	Chikmagalur - Mudigere via Girder Bridge	1	1
15.	Mudigere - Kotigehar	6	6
16.	Kotigehar - Mysore Frontier	5	5
17.	Kotigehar - Kalasa	1	1
18.	Chikmagalur - Belur (up to District Border)	8	6
19.	Gonibede- Mudigere	2	2
20	Mudigere - Saklespur (District Border Only)	2	2
21.	Narasimharajapur - District Border towards Shimoga	3	3
22.	Kadur - Tarikere Via Lingadahalli	2	2
23.	Kadur - Tarikere via Sivapur	2	2
24.	Chikmagalur - Mallandur	2	2
25.	Mallandur - Hebbe	1	1
26.	Chikmagalur - Haralakumari via Attigundi	2	2

P.T.O.

27	Tarikere - Ajjampur via Birur	1	1
28.	Chikmagalur - District Border towards Banavar via Kalasapur	1	1
29.	Koppa - District Border towards Thirthahalli	1	1
30.	Balehonnur - Narasimharajapur	1	-
31.	Kadur - Birur (in Continuation of Chikmagalur - Kadur)	3	3
32.	Kadur - Lingadahalli - Sankan	1	-
33.	Kadur - District Border towards Arsikere	1	1
34.	Birur - Ajjampura	1	-
35.	Chikmagalur - Pandaravalli	1	-
36.	Ajjampur - Hosadurga	1	-

District Magistrate,
Kadur District.

SKR.

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Office of the District Magistrate,
Hassan District,
Dated Hassan the 8th December 31.

No. L Dis. 9-284-31
Enc. one.

From

GENERAL SECRETARY
11 DEC 1931
No
To

G. B. Heblikar, Esq., B.A., LL.B.,
District Magistrate, Hassan District.

H. V. Ramasvami, Esq., M.A., B.L.,
Secretary to Government, General Department,
B a n g a l o r e.

Sir,

Re. the list of roads and services in the District.

With reference to your letter No. P. 3160-7 Legis dated 5-18-31 on the above subject, I have the honour to enclose herein a list showing the names of the roads on which bus services are allowed to ply, the number of services permitted, and the permits granted for each road. Although more than one bus is included in the H permits only one bus is allowed to ply every day for each permit.

I have the honour to be,
Sir,
Your most obedient servant,

G B Heblikar

~~Dist~~ District Magistrate,
Hassan District.

I.S.D.

List showing the different roads, on which bus services are permitted to ply, along with the No. of permits granted for each road and the No. of buses permitted to run.

Route.	No. of buses permitted to run.	No. of bus services granted.
1. BANGALORE - MANGALORE ROAD.		
a. District Boundary to Hirisave	4	3
b. Hirisave to Chennarayapatna	5	4
c. Chennarayapatna to Hassan	7	7
d. Hassan - Saklespur	6	6
e. Saklespur - State Frontier	3	3
2. HASSAN - CHICKMAGALUR		
a. Hassan - Belur	5	5
b. Belur - District Boundary	6	6
3. ARSIKERE- BELUR.		
a. Arsikere - Banavar	3	3
b. Banavar - Halebid	3	3
c. Halebid to District Boundary	3	3
d. Halebid to Belur	2	2
4. ARSIKERE - HULIYAR.		
a. Arsikere Dt. Boundary on Huliyar Side	2	2
b. District Boundary to Kanakatte	1	1
5. HASSAN - ARSIKERE.		
a. Hassan Arsikere via Gandasi	1	1
b. Hassan Arsikere via Harnahalli	1	1
6. Chennarayapatna Seringapatam road	4	4
7. Chennarayapatna Sravanabelagula	4	4
8. Chennarayapatna Tiptur	3	3
9. Chennarayapatna Holenarasipur	1	1
10. Chennarayapatna Arsikere	1	1
11. Hassan Arkalgud	3	3
12. Arkalgud Basavapatna Konanur and Ramnathpur	3	3
13. Arkalgud Holenarasipur	3	3
14. Arkalgud Mallipatna	1	No permit issued.
15. Konanur to Hosagrahara	2	2
16. Konanur to Frazerpet road	1	Nil
17. Holenarasipur Yedatore Road		
Mallarajapatna to District Boundary	1	1
18. Saklespur Belur.		
Saklespur Belur via Belgodu	1	1
Saklespur Belur via Arehalli	1	1
19. Saklespur Mudigere via Hanbal	2	2
20. Arehalli Mudigere via Cheekanhally	1	1
21. Saklespur Uchangi	2	2
22. Saklespur to Hethur	1	1

For District Magistrate,
Hassan District.

I.S.D.

In all future correspondence please quote this
No. Dis.On J.4.0.417/31-32
Encls. One.

OFFICE OF THE DISTRICT MAGISTRATE,
KOLAR DISTRICT,

Dated, Kolar, the 9th December *1931*.

FROM

A. V. RAMANATHAN, ESQ., B.A.,
District Magistrate,
Kolar District.

To

The V.Ramaswami, Esq., M.A., B.L.,
General Secretary to the Govt.of Mysore,
Bangalore.

GENERAL SECRETARIAT
ORDER

SIR,

With reference to your letter No.P.3160-7/Legis. dated the 5th instant, I have the honor to forward herewith a statement showing the names of the roads in this District on which Bus services are permitted to ply for hire together with the number of services allowed on each road.

I have the honor to be,
Sir,
Your most obedient servant,

For District Magistrate
Kolar District.

L.S.R.

Statement showing the routes of the roads on which Motor Buses ply for hire in the Kolar District during the Current official year 1931-32 with the number of services for which Permits are granted

	Name of the road	No. of services for which permits have been granted for 1931-32	Remarks
1	Kolar - Bangalore via Narasapura	8	
2	Kolar - Bangalore via Malur	3	Includes one from Malur to Malur Taluk limits
3	Kolar - Malur	2	
4	Malur - Mysore frontier	4	
5	Malur - Hosur via Sawpangere	5	
6	Malur - Vengal via Narasapura	—	
7	Kolar - Bowringpet	6	
8	Bowringpet - Robertsonpet	6	
9	Bowringpet - Mulbagal	4	Including the services from Robertsonpet
10	Bowringpet - Bandikote	—	
11	Bowringpet - Venkatagirikote via Bethamangala	1	
12	Robertsonpet - Kamasandra	2	One bus has two trips to & fro.
13	Robertsonpet - Venkatagirikote	8	
14	Kolar - Mulbagal	8	
15	Kolar - Chikballapura via Jangamkote	2	Exclusive of one bus bit-3 services between Vadigenahalli & Jangamkote.
16	Kolar - Sidlaghatta via Jangamkote	1	
17	Mulbagal - Mysore frontier	9	
18	Mulbagal - Srinivaspur	2	
19	Kolar - Srinivaspur	5	
20	Srinivaspur - Chintamani	3	
21	Kolar - Chintamani via Jalagamara	1	
22	Mulbagal - Kolar (Bangalore Road)	1	
23	Srinivaspur - Madanapalli frontier	3	
24	Srinivaspur - Punganur frontier	1	
25	Srinivaspur - Gowripalli	1	
26	Chintamani - Madanapalli frontier	1	
27	Chintamani - Bangalore via Hendigunal	7	
28	Chintamani - Chelur	2	
29	Chintamani - Bagepalli via Gudibanda	1	
30	Chintamani - Sidlaghatta	4	
31	Kolar - Bethamangala	1	
32	Sidlaghatta - Bangalore via Jangamkote	4	Exclusive of 1 service between Jangamkote & Bandigunahalli.
33	Chikballapura - Bangalore via Hoskote & Nandi	7	
34	Chikballapura - Bagepalli via Venkatagirikote	2	
35	Chikballapura - Bagepalli via Gudibanda	2	
36	Chikballapura - Gudibanda	1	
37	Chikballapura - Bagepalli via Penukonda	1	
38	Chikballapura - Goribidanur via Doddaballapur	5	Exclusive one service between Chikballapura & Manchenahalli only.
39	Chikballapura - Doddaballapur	1	
40	Gudibanda - Goribidanur	1	
41	Bagepalli - Chelur	1	
42	Manchenahalli - Thondebavi	1	
43	Goribidanur - Bangalore via Thondebavi	6	Exclusive of 1 service between Bowringpet & Thondebavi.
44	Goribidanur - Madagiri frontier	3	
45	Goribidanur - Hindupur frontier	4	

P.T.O.

Sl No	Name of the road	No of services for which permits have been granted for the year 31-32	Remarks.
46	Bagepalli - Ko-dikonda (Kadiri limits)	———	
47	Sidlaghatta - Chickballapur	3	
48	Sadali - Sidlaghatta	———	
49	Kuppam - Venkatagiri Kote road	———	

K. Subramanya

For District Magistrate
Kolar District

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P 37
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Tel. Address:—Depcom,
CHITALDRUG.

In reply, please refer
No. J.2.4.457/31.32
Enclosures. one

OFFICE OF THE DEPUTY COMMISSIONER,
CHITALDRUG DISTRICT.

Dated Chitaldrug, 9th December 1931.

FROM

The *District Magistrate,*
Chitaldrug District.

GENERAL SECRETARIAT
10 DEC 1931
No.
To

The Secretary to Government,
General Department,
Bangalore.

Sir,

With reference to your letter No. P. 3160-7/Legis dated 5th December 1931, I have the honor to forward herewith a list of roads in which bus services are permitted in this District during the year 1931-32 as called for.

I have the honor to be,

SIR,

Your most obedient servant,

For District Magistrate,
Chitaldrug District.

List of roads on which bus services have been permitted in the Chitaldrug District during the year 1931-32.

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~~Notification No. X.S. 888-30-31 dated 28th March 1931.~~

~~It is hereby notified for general information that the issue of permits during the year 1931-32 for the undermentioned roads in the District for the grant of licenses for plying motor buses will be regulated as follows. Applications received after the 15th June will be dealt with by the District Magistrate.~~

Serial No.	Name of the road	No. of buses permitted.	No. of permits granted.
1	Chitaldrug-Rayadurga frontier	2 each way	2
2	Do -Bellary frontier	1 do	1
3	Do -Pavagada frontier, *via.*, Challakere	1 do	0
4	Do -Challakere	2 do	1
5	Do -Sira frontier	2 do	2
6	Do -Hiriyur	2 do	2
7	Do -Harihar	1 do	0
8	Do -Davangere	4 do	2
9	Harihar-Shimoga frontier	2 do	3
10	Davangere-Shimoga frontier, *via.*, Harihar	4 do	4
11	Harihar-Harpanahalli frontier	2 do	3
12	Davangere-Harapanahalli frontier, *via.*, Harihar ...	4 do	4
13	Davangere-Jagalur	2 do	1
14	Chitaldrug-Jagalur	2 "	1
15	Do -Hosdurga, *via.*, Holalkere	1 do	1
16	Do -Holalkere Ry. Station	1 do	1
17	Do -Channagiri frontier, *via.*, Holalkere ...	1 do	1
18	Holalkere-Holalkere Ry. Station	1 do	1
19	Hosdurga-Hosdurga Road Station	3 do	2
20	Hosdurga Road Station-Hosdurga and on to Heggere ...	2 do	0
21	Do -Hiriyur *via.*, Vanivilaspur	1 do	0
22	Hiriyur-Challakere —	1 do	0
23	Rayadurga-Bellary (in the District frontier)	4 do	1
24	Jagalur-Kottur frontier	1 do	1
25	Do -Challakere, *via.*, Naikanahatti and Tallak ...	1 do	0
26	Rayadurga frontier-Hanagal and on to Talavarahalli ...	1 do	1
27	Challakere-Naikanahatti	1 do	0
28	Chitaldrug-Naikanahatti, *via.*, Thuruvanur	2 do	2
29	Davangere-Channagiri frontier, *via.*, Hadadi	2 do	1
30	Do -Harapanahalli frontier, *via.*, Anaji and Hutchangidurga.	2 do	1
31	Chitaldrug-Jagalur, *via.*, Turuvanur	1 do	1
32	Jagalur-Rayadurga frontier, *via.*, Naikanahatti Tallak and Molakalmuru.	1 do	0
33	Davangere-Harihar	2 do	1
34	Hiriyur-Sira frontier	1 do	1
35	Holalkere Ry. Station-Channagiri frontier	3 do	4
36	Sasalu-Santhebennur	1 do	0
37	Srirampur to Heggere frontier	1 do	1
38	Chitaldrug Post Office-Chitaldrug Ry. Station... ...	1 do	1
39	Do -Dodderi *via.*,, Challakere	1 do	1
40	Chitaldrug-Naikanahatti, *via.*, Challakere and Tallak ...	1 do	0

~~District Magistrate,~~
~~Chitaldrug District.~~

District Magistrate,
Chitaldrug District.

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P 6/94

D.O. No. G2-797/31-32.
Encl. one statement.

OFFICE OF THE DEPUTY COMMISSIONER,
District Magistrate,
MYSORE DISTRICT,

Dated Mysore, 9th December *1931.*

From

S. Abdul Wajid, Esq., B.A.,
District Magistrate,
Mysore District.

GENERAL SEC... 11 DEC/19... No...

To

H.V. Ramaswami, Esq., M.A., B.L.,
General Secretary to the Government of Mysore,
Bangalore.

Sir,

Adverting to your letter No.P.3160-7/Legis. dated 5-12-31 requesting to forward a list of roads in this District in which the Bus Services are permitted to ply for hire together with the number of permits granted for each road, I have the honour to enclose herein a statement of trips furnishing therein particulars and to state that 207 Buses in all have been licensed to plv for hire in this District.

I have the honour to be,
Sir,
Your most obedient servant,
Sd/- S. Abdul Wajid
For District Magistrate,
Mysore District.
(absent from Head-quarters).

MGS

Statement showing the names of roads and the number of buses plying for hire on each such road in the Mysore District during the year 1931-32.

Sl No.	Name of the road	Number of services permitted.	Remarks.
1	Mysore-Bangalore.	5	Permits issued in the case of through services are only upto the limits of this district.
2	Mysore-Maddur.	2	
3	Mysore-Bangalore via Kunigal.	2.	
4	Yediyur to Hirisave boundaries.	2	
5	Mysore-Tiptur.	1.	
6	Mysore-Tumkur.	1	
7	Mysore-Bellur.	3	
8	Mayasandra D.B.-Nagamangala.	2	
9	Nagamangala-Mysore.	2	
10	Mysore-Chikmagalur.	1	
11	Mysore-Sravanabelagola.	1	
12	Mysore-Chennarayapatna.	3	
13	Frenchrocks.Kikkeri.	1	
14	Mysore-Kikkeri.	1	
15	Mandya-Malavalli.	3	
16	Mysore-Malavalli.	4	
17	Mandya-Nagamangala.	2	
18	Mysore-Bluff.	2	
19	Mysore-Thirumakudlu.	8	
20	Mysore-Bannur.	11	
21	Maddur-Belakavadi.	3	
22	Maddur-Bluff.	1	
23	Maddur-Malavalli.	2	
24	Maddur-Tumkur Boundary.	3	
25	Maddur-Mandya.	2	
26	Maddur-Koppa.	1	
27	Mysore-Ooty.	3.	
28	Mysore-Gundlepet.	3	
29	Mysore-Calicut.	2	
30	Mysore-Yelandur	4	

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31	Mysore-Chamarajanagar.	2.
32	Mysore-Kollegal.	6.
33	Mysore-Nanjangud	3
34	Mysore-Hunsur.	2
35	Mysore-Anechouk Boundary.	3
36	Mysore-Fraserpet "	3
37	Mysore-Siddapur "	3
38	Chamarjanagar-Kollegal.	6
39	" -Yelandur.	3
40	" -Gundlepet.	4
41	Mysore-Melukote.	2
42	Mysore-Periapatna.	3
43	Mysore-K.R.Sagara.	7
44	Chamarajanagar-Hasanurghat	5
45	Halagur-Malavalli.	2
46	Mysore-Heggadadevankote.	4
47	Mysore-Manantoddy.	2
48	Hirisave-Bellur.	2
49	Belagola to K.R.Sagara	2
50	Melukote-Frenchrocks.	1
51	Melukote-Nagamangala.	1
52	Yedatore-Bettadapura.	1
53	Hunsur-Yedatore.	3
	T o t a l	1.~~49~~151

For District Magistrate,
Mysore District.

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No. MB. 84 of 31-32

Enc. Each Two.

OFFICE OF THE DISTRICT MAGISTRATE,
TUMKUR DISTRICT.

Dated Tumkur, the 10th December *193*1.

FROM N. Sundararaja Iyengar, Esquire, B.A.,
.....
District Magistrate,
Tumkur District, Tumkur.

GENERAL SECRETARY
To 11 DEC. 1931
No. Legis

To H.V. Ramasvami, Esquire, M.A., B.L.,
.....
Secretary to the Government of Mysore,
General
.....*Department,*
Bangalore.

SIR,

With reference to your letter No. 3160-7/Legis dated 5th December 1931, I have the honor to forward, herewith, a list of roads in the District on which bus services are allowed to ply together with the information re: the number of buses permitted and permits granted for each of such roads as directed in the above letter. A printed list of roads also is herewith enclosed. The typed list shows the existing number of services and the vacancies on each of the roads.

As regards the number of buses permitted on each road, it is not possible to give this information as all the buses owned by a properietor are included in the permit. In all 67 buses have been given "G" permits in this District.

I have the honor to be,

sir,

Your most obedient servant,

N. Iyengar

District Magistrate,
Tumkur District.

AD. 10/12.

List of Roads on which motor bus services are allowed to ply and the number of buses allowed to ply etc , in the Tumkur District during the year 1931-32.

--00--

Sl. No.	Names of roads.	No. of services allowed	The No. of existing services.	Remarks.
1.	Tumkur- Korategere via Beladhara	6	6	
2.	Korategere- Madhugiri	7	6	1 cancelled
3.	Tumkur- Korategere Via Urdigere	2	1	1 vacant
4.	Urdigere to Bangalore Dist: Border	2	2	
5.	Holavanahalli- Korategere	2	2	
6.	Tumkur-Bangalore upto Dist: border	6	6	
7.	Tumkur-Sira via Kora and Nelhal	6	5	1 vacant
8.	Sira-Hiriyur upto Dist: border	3	2	1 vacant
9.	Tumkur-Sira Via Ankasandra and Chelur	1	1	
10.	Tumkur.Nittur	7	7	
11.	Nittur- Kibbanahalli cross road	5	5	
12.	Kibbanahalli cross road to Chikanahalli	9	8	1 vacant
13.	Chiknaikanahalli- Huliyar	5	3	2 "
14.	Huliyar- Yelnadu	2	1	1 "
15.	Huliyar-Chitaldrug Dist: border	3	1	2 "
16.	Kibbanahalli. - Tiptur	2	2	
17.	Kibbanahalli- cross road to Banasandra	6	5	1 "
18.	Banasandra - Turuvekere	1	1	
19.	Nittur - Mayasandra	3	3	
20.	Tiptur - Nonavinakere	2	2	
21.	Nonavinakere- Turuvekere	4	3	1 vacant
22.	Turuvekere - Mayasandra	2	2	
23.	Mayasandra to Mysore Dist: border	4	3	1 vacant
24.	Tiptur - Chennarayapatna "	2	2	
25.	Tiptur - Honnavalli	2	1	1 vacant
26.	Honnavall - Huliyar	1	1	
27.	Huliyar- Arasikere Dist: border	2	2	Not plying
28.	Tumkur- Hebbur	7	6	one permit has not been issued on these lines for which cess has been deposited.
29.	Hebbur- Kunigal	8	7	
30.	Gubbi- Hebbur	1	1	

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31. Kunigal- Huliyurdurga	3	3	
32. Huliyurdurga - Maddur Dist: Border	2	2	
33. Bangalore Dist: border to Kunigal	10	10	
34. Kunigal- Yediyur Dist: border	6	6	
35. Kunigal- Amruthur	3	3	
36. Madhugiri- Pavagada	3	3	
37. Pavagada- Doddahalli	3	2	
38. Doddahalli- Hosakote	4	2	2 vacant
39. Doddahalli to Dist.Border in Bellary road	1	-	1 "
40. Pavagada- Penukonds D.B.	2	1	1 "
41. Madhugiri-Hindupur Dist: border	4	3	1 cancelled
42. Madhugiri - Sira	4	4	
43. Sira- Bukkapatna	3	2	1 vacant
44. Bukkapatna- Huliyar	2	1	
45. Madhugiri- Thondebhavi Dist: border	1	1	
46. Madhugiri-Goribidanur Dist: border	3	3	
47. Korategere-Thondebhavi -do-	1	1	
48. Sira- Chiratahalli	2	2	
49. Sira-Nittur	2	2	
50. Within Dist: limits between Amarapur and Madakasira and Madakasira and Penukonda	5	3	2 vacant
51. Tiptur - Gandasi Dist: border	1	-	vacant
52. Tiptur- Arasikere Dist: border	2	1	1
53. Lorry service in Tumkur town	2		Permit not yet issued for one and cess has been recovered.

District Magistrate,
Tumkur District.

Tumkur,

Dated, 10th December 1931.

AD

TUMKUR DISTRICT.

Notice No. D2. Dis. 585—30-31, *dated 30th May* 1931.

It is hereby notified that applications are invited for the grant of permits in respect of Motor Vehicles intended to ply for hire in the Tumkur District during the year 1931-32. The roads along which Motor Vehicles would be allowed to ply for hire and the number of daily services fixed on each road are shown in the schedule annexed hereto. Applications should reach this office on or before the 15th of June 1931.

2. Every application should be accompanied by a Treasury Receipt for payment of the fee prescribed in Rule (27-1B) of the Motor Rules for permits in Form 'G' or the instruction issued in G. O. No. P. 5260-70—Legis. 32-29-14, dated 18th April 1930, regarding the levy of the said fees should be adhered to.

3. Preference will be given to applicants for renewal over those for the grant of fresh permits.

4. The buses should be produced for inspection with drivers on a date to be notified later.

Statement showing the roads along which Motor Vehicles would be allowed to ply for hire in Tumkur District and the number of services to be allowed on each road.

No.	Name of roads	Number of services allowed	No.	Name of roads	Number o services allowed
1	Tumkur-Koratagere via Beledhara ..	6	31	Kunigal-Huliyurdurga	3
2	Koratagere-Madhugiri	7	32	Huliyurdurga-Maddur up to District Boundary.	2
3	Tumkur-Koratagere via Urdigere ..	2			
4	Urdigere to Bangalore District Boundary	2	33	Bangalore District Boundary to Kunigal	10
5	Holavanahalli to Koratagere ..	2	34	Kunigal to Yediyur up to District Boundary.	6
6	Tumkur-Bangalore Road up to District Boundary.	6	35	Kunigal-Amruthnr	3
7	Tumkur-Sira via Kora-Nelhal ..	6	36	Madhugiri-Pavagada	3
8	Sira-Hiriyur up to District Boundary ..	3	37	Pavagada-Doddahalli	3
9	Tumkur-Sira via Ankasandra, Chelur, Bhllavi.	1	38	Doddahalli-Hoskote	4
10	Tumkur-Nittur	7	39	Doddahalli to District Boundary in Bellary Road.	1
11	Nittur-Kibbanahalli cross road ..	5	40	Pavagada-Penukonda up to District Boundary.	2
12	Kibbanahalli cross road Chiknayakanhalli.	9	41	Madhugiri Hindupur up to District Boundary.	4
13	Chiknayakanhalli-Huliyar	5	42	Madhugiri-Sira	4
14	Huliyar-Yelanadu	2	43	Sira-Bukkapatna	3
15	Huliyar-Chitaldrug District Boundary..	3	44	Bukkapatna-Huliyar	2
16	Kibbanahalli-Tiptur	2	45	Madhugiri to District Boundary Thondebhavi Road.	1
17	Kibbanahalli cross road to Banasandra	6			
18	Banasandra-Turuvekere	1	46	Madhugiri-Goribidnur up to District Boundary.	3
19	Nittur-Mayasandra	3			
20	Tiptur-Nonavinakere	2	47	Koratagere-Thondebhavi up to District Boundary.	1
21	Nonavinakere-Turuvekere	4			
22	Turuvekere-Mayasandra	2	48	Sira-Chiratahalli	2
23	Mayasandra to Mysore District Boundary.	4	49	Sira-Nittur	2
24	Tiptur-Channarayapatna road up to District Boundary.	2	50	Within District limits between Amarapur and Madakasira and Madakasira-Penukonda.	5
25	Tiptur-Honnavalli	2			
26	Honnavalli-Huliyar	1	51	Tiptur to Gandasi up to District Boundary.	1
27	Huliyar to Arsikere up to District Boundary.	2	52	Tiptur to Arsikere up to District Boundary.	2
28	Tumkur-Hebbur	7			
29	Hebbur-Kunigal	8	53	Lorry service in Tumkur Town ..	2
30	Gubbi-Hebbur	1			

H. V. RAMASWAMI,
District Magistrate.

TUMKUR DISTRICT.

Notice No. DR Dis. 559 - 29-31, dated 2nd May 1931.

It is hereby notified that applications are invited for the grant of permits in respect of [illegible] to ply for hire in the Tumkur District during the year 1931-32. The roads along which Motor Vehicles would be allowed to ply for hire and the number of [illegible] fixed on each road are shown in the schedule annexed hereto. Applications should reach this office on or before the 15th of June 1931.

2. - Every application should be accompanied by a Treasury Receipt for payment of the fee prescribed in Rule (27-1(d)) of the Motor Rules for permits in Form "G" for the purpose, as issued in G.O. No. P. 3200-10- -Legis. 32-29-14, dated 18th April 1930, remembering the levy of the said fees should be adhered to.

3. Preference will be given to applicants for renewal over those for the grant of fresh permits.

4. The lines should be produced for inspection with drivers on a date to be notified later.

Statement showing the roads along which Motor Vehicles would be allowed to ply for hire in Tumkur District and the number of services to be allowed on each road.

No.	Name of roads	Number of trips allowed	No.	Name of roads	Number of trips allowed
1	Tumkur-Kunigal via Bidehalu	1	21	Kunigal-Hebbur	1
2	Kunigal-Yadahalli	2	22	Kunigal to Hesaraghatta Boundary	1
3	Tumkur-Koratagere via Hagalagere	2	23	Bangalore to Dabbaspet via Nelamangala Boundary	10
4	Tumkur to Nagalapur Dist. Boundary	1	24	Kunigal to Yedavur up to Talur Boundary	6
5	Hulikunte to Koratagere	1	25	Kunigal-Amruthur	3
6	Tumkur-Hagalavadi up to Hiriyur Boundary	1	26	Nidagurki-Kadaba	3
7	Tumkur-Sira via Koratagere	6	27	Hebbur-Tiptur	3
8	Sira-Hiriyur to Hiriyur Boundary	2	28	Tiptur-Nonavinakere	4
9	Tumkur-Sira via Kadaramangalam	1	29	Doddaballi to Talur Boundary	1
10	Tumkur-Nidagal	1	30	Bellary Cross-Bukkapatna up to Hosadurga Boundary	2
11	Kibbanahalli cross road	6	31	Hosadurga-Bukkapatna up to Hosadurga Boundary	2
12	Kibbanahalli cross road-Chikkavalavalli	1	32	Siddapura-Hosadurga up to Hosadurga Boundary	1
13	Chikkavalavalli-Hiriyur	5	33	Mallur-Hosadurga up to Hosadurga Boundary	2
14	Hiriyur-Tiptur road	2	34	Hiriyur-Chikkanayakanahalli	2
15	Hiriyur-Chikkanayakanahalli boundary	2	35	Hiriyur-Kadaramangalam	2
16	Kadaramangalam-Hiriyur	2	36	Hiriyur-Kadaramangalam	2
17	Chikkavalavalli-Hiriyur road to Banavasi	1	37	Hiriyur-Kadaramangalam	2
18	Kadaramangalam-Tiptur	1	38	Hiriyur-Kadaramangalam	2
19	Hiriyur-Tiptur via Kadaramangalam	1	39	Hiriyur-Kadaramangalam	2
20	Tiptur-Nonavinakere	1	40	Hiriyur-Kadaramangalam	2
21	Nonavinakere-Tiptur via Kibbanahalli	1	41	Hiriyur-Kadaramangalam	2
22	Tiptur-Hesaraghatta Boundary via Kibbanahalli	1	42	Hiriyur-Kadaramangalam	2
23	Bangalore to Dabbaspet via Nelamangala Boundary	10	43	Hiriyur-Kadaramangalam	2
24	Kunigal to Yedavur up to Talur Boundary	6	44	Hiriyur-Kadaramangalam	2
25	Kunigal-Amruthur	3	45	Hiriyur-Kadaramangalam	2
26	Nidagurki-Kadaba	3	46	Hiriyur-Kadaramangalam	2
27	Hebbur-Tiptur	3	47	Hiriyur-Kadaramangalam	2
28	Tiptur-Nonavinakere	4	48	Hiriyur-Kadaramangalam	2
29	Doddaballi to Talur Boundary	1	49	Hiriyur-Kadaramangalam	2
30	Bellary Cross-Bukkapatna up to Hosadurga Boundary	2	50	Hiriyur-Kadaramangalam	2
31	Hosadurga-Bukkapatna up to Hosadurga Boundary	2	51	Hiriyur-Kadaramangalam	2
32	Siddapura-Hosadurga up to Hosadurga Boundary	1	52	Hiriyur-Kadaramangalam	2
33	Mallur-Hosadurga up to Hosadurga Boundary	2	53	Hiriyur-Kadaramangalam	2
34	Hiriyur-Chikkanayakanahalli	2	54	Hiriyur-Kadaramangalam	2
35	Hiriyur-Kadaramangalam	2	55	Hiriyur-Kadaramangalam	2
36	Hiriyur-Kadaramangalam	2	56	Hiriyur-Kadaramangalam	2
37	Hiriyur-Kadaramangalam	2	57	Hiriyur-Kadaramangalam	2
38	Hiriyur-Kadaramangalam	2	58	Hiriyur-Kadaramangalam	2
39	Hiriyur-Kadaramangalam	2	59	Hiriyur-Kadaramangalam	2
40	Hiriyur-Kadaramangalam	2	60	Hiriyur-Kadaramangalam	2

E. V. MANGHAM,
District Magistrate.

In all future communications please quote—
No. T2.23.83/31-32.
Enc. one list.

10/ OFFICE OF THE DISTRICT MAGISTRATE, 2608 p 31
BANGALORE DISTRICT.

Dated, Bangalore, the 10th December *193*-.

FROM

K.V.Anantaraman, Esqr., B.A.,
District Magistrate,
Bangalore District.

To

H.V.Ramaswami, Esqr., M.A.,B.L.,
General Secretary,
to the Government of Mysore.
Bangalore.

SIR,

GENERAL SECRETARY 11 DEC. 1931 No. 1220 Subject:—

With reference to your letter No.P.3160 -7 Legis dated 5-12-31 calling for a list of roads in the District in which bus services are permitted together with the information regarding the number of buses permitted and permits granted for each of such roads, I have the honour to forward herewith a list furnishing the required information.

I have the honour to be,
Sir,
Your most obedient servant,

K V Anantaraman

Distfict Magistrate,
Bangalore District.

Name of the road.	No.of services permitted.	No.of permits issued.	Remarks.
Bangalore-Mysore Road			
Bangalore to District boundary.	12	12	
Bangalore to Channapatna.	6	6	One runs upto Satnur.
Bangalore to Kankanhalli via Closepet.	2	2	
Bangalore to Alahalli via Channapatna Satnur	1	1	
Kankanhalli to Closepet.	2	2	One of the services is permitted to make two trips.
Closepet to Channapatna.	1	1	
Bangalore- Nelamangala Road.			
Bangalore to District boundary on Bangalore -Nelamangala - Kunigal Road.	11	11	
Bangalore to District Boundary via Nelamangala Dobspet.	3	3	
Bangalore to District boundary via Nelamangala Thyamagondlu.	2	2	
Bangalore to District boundary via Nelamangala Dobspet, and Sivaganga.	1	1	
Bangalore to Sivaganga via Nelamangala, Dobspet, ~~to Koratagere~~	1	1	
Bangalore to Koratagere upto District boundary via Nelamangala, Dobspet, Urdugere.	2	2	
Bangalore to Magadi via Nelamangala.	5	3	
Bangalore to Narasandra	2	2	
Bangalore to Nelamangala.	1	1	
Bangalore -Thavarekere Road.			
Bangalore to Magadi via Thavarekere.	7	7	
Bangalore to Kootla via Thavarekere.	2	2	
Bangalore- Harohalli Road.			
Bangalore to Kankanhalli via Harohalli.	7	7	
Bangalore to Maralvadi via Harohalli.	2	2	
Kankanhalli to Hal[illegible]ur via Satnur upto District boundary.	1	1	
Kankanhalli -Satnur -Channapatna	1	1	
Kankanhalli to Satnur.	1	1	Fresh grant for the purpose of Mail Service.
Kankanhalli to Kolihalli via Mullahalli.	2	2	

104

Bangalore - Hosur Road.

Bangalore to Hosur Upto State limits.	22	19.
Bangalore to Anekal via Bannerghatta.	6	6.
Bangalore to Anekal via Hebgodi.	6	6
Bangalore to Anekal via Sarjapur.	4	4
Bangalore to Sarjapur via Domlur Varthur	3	3
Bangalore to Varthur	2	2
Bangalore to Hesaraghatta.	2	2 One is permitted to make two trips.
Bangalore City Service.	9 buses (one permit holder).	
Bangalore City to Cantonment.	42 buses Services run on alternate days.	

S. Kesavan

for District Magistrate,
Bangalore District.

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Appendix F G—1]

SUBJECT .....

.....

.....

Section

File No.

Serial No.

Diary No. of letter replied to .....

No. 3257

To The President,

The Ley: Motor Bus Owners' Association

Sir,

I write refer to your letter No nil dt 1-12-1931 forwarding the views of the Association on the draft amendments Govt purpose to make in regard of motor bus licenses and requesting permission to be waited by deputation to explain matters, I am directed to state that the Finance Member of Council will be

General and Revenue Secretariat

( )

the *193*

Date of issue 11/12/31

Signed by M. C88

List of enclosures .....

Copied by 1/12

Examined by .....

106

Asked to name a
deputation ~~of~~ Consisting
of 3 or 4 members of
the Association at 2 P.M
on Wednesday the 6th
inst.

I have do.

Gen Secy

Copy to P.A. to Premier

Doni
9/12/21.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

Dated, Bangalore, 11th December 1931.

No. 3257 Legis

From

The General Secretary to the Government of His Highness the Maharaja of Mysore.

To

The President,
The Mysore Motor Bus Owners' Association
Sri Narasimharaja Road,
Bangalore City.

Sir,

With reference to your letter No. Nil. dated 1st December 1931, forwarding the views of the Association on the draft amendments, Government propose to make in respect of motor bus license fees and requesting permission to wait on deputation to explain matters, I am directed to state that the First Member of Council will be pleased to receive a deputation consisting of three or 4 members of the Association at 2 P.M. on Wednesday the 16th instant.

I have the honor to be,
Sir,
Your most obedient servant,

For General Secretary to Government

Copy to P.A to 1st Member

TRM.2

I 2045 108

Appendix F G—1]

SUBJECT .....

.....

.....

Section Lic -

File No. 81-37

Serial No. 9

38 2/6

Diary No. of letter replied to ..... No. No notification

~~To~~ In exercise of the powers

conferred on this section

General and Revenue Secretariat

( ) S. 11 of the Motor Vehicles Act to the

the 19. Motor Vehicles Rules, 1928, the

9 Govt. of His Highness the

Date of issue 11/1/32 Maharaja are pleased

Signed by M. N. Mehta to issue the following

amendments to the Bombay

Motor Vehicles Rules, 1926

as amended from time to

time :-

1. The following paragraph

shall be added to sub-

List of enclosures ..... Rule 2 (a) of Rule 30 :-

"If the vehicle is a

Copied by ..... lorry or lorry for hire

Examined by ..... this fee for such as prescribed

shall be Rs 100 per annum when the carrying capacity of the lorry does not exceed one ton, and Rs 200 per annum when the said capacity exceeds one ton."

2 Sub-rule (c c) of the said rule shall be deleted.

3 In Sub-rule (e) of the said rule the word "Passenger" shall be inserted between the words "in the case of" and the words "motor vehicles", and the following paragraph shall be added to the said sub-rule—

'In the case of lorries plying for hire on such roads, a fee at one and a half times the aforesaid rate shall be charged for a permit"

Rs. 10 m

20 copies for Chief Secy

[illegible] of 20 spare copies.

II

Legis 31-31-10

3831/110

Notification.

The following draft amendment which the Government propose to make in exercise of the powers conferred on them under sec. 11 of the Mysore Motor Vehicles Regn.1928 to the Mysore Motor Vehicles rules 1924 as amended from time to time is hereby published for the information of persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration on or after the ~~1st February~~ 25th January 1932 and that any suggestion or objection which may be received from any person with regard to the said draft before the date aforesaid will be considered by Government:-

9/11/31

Draft amendment.

In place of condition 3 of the Permit in form H. appended to the said rules substitute the following:-

"The fares that may be levied from passengers shall not be lower than the -- following minimum rates nor exceed the following maximum rates".

Per passenger	Per mile. Minimum	Maximum
1st Class		
2nd Class.		
3rd Class.		

By order,

Chief Secretary to Government.

To

The Compiler, Mysore Gazette for publication.

C/ 4/11/31

C/ 9/11

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE,

General and Revenue Secretariat,

No. R 3:6 Dig 31.31.9

Dated, Bangalore, 16.1.1932

NOTIFICATION.

In exercise of the powers conferred on them under Section 11 of the Mysore Motor Vehicles Regulation, 1928, the Government of His Highness the Maharaja are pleased to issue the following amendments to the Mysore Motor Vehicles Rules, 1924, as amended from time to time:-

1. The following paragraph shall be added to sub-rule 2(a) of Rule 30:-

" If the vehicle is a lorry plying for hire the fee for such a permit shall be Rs 100 per annum when the carrying capacity of the lorry does not exceed one ton, and Rs200/- per annum when the said capacity exceeds one ton."

2. Sub-rule (cc) of the said rule shall be deleted.

3. In sub-rule (e) of the said rule the word "passenger" shall be inserted between the words "in the case of" and the words "Motor vehicles", and the following paragraph shall be added to the said sub rule.-

'In the case of lorries plying for hire on such roads, a fee at one and a half times the ordinary rate shall be charged for a permit.

By Order,

for Chief Secretary to Government.

To

The Compiler, Mysore Gazette,
for publication and supply of
25 spare copies.

S.R.-6

Ex. 112

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE,

General and Revenue Secretariat,

No. R. 3831 Dated, Bangalore, 11/1/1932
Lin 31-31. 10

NOTIFICATION.

The following draft amendment which the Government propose to make in exercise of the powers conferred on them under section 11 of the Mysore Motor Vehicles Regulation 1928, to the Mysore Motor Vehicles rules 1924 as amended from time to time, is hereby published for the information of persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration on or after the 25th January 1932 and that any suggestion or objection which may be received from any person with regard to the said draft before the date aforesaid will be considered by Government:-

DRAFT AMENDMENT

In place of condition 3 of the Permit in form H appended to the said rules substitute the following:-

"The fares that may be levied from passengers shall not be lower than the following minimum rates nor exceed the following maximum rates".

Per passenger.	Per mile	
	Minimum	Maximum
1st Class		
2nd Class		
3rd Class		

By Order,

For Chief Secretary to Government.

To

The Compiler, Mysore Gazette,
for publication.

S.R.-6

III. 3575

113

Legis 31-31-11

To

3836-43

The District Magistrates of Dists.

Sir,

I am directed to state that with a view to put down unhealthy competition amongst several bus services running on the same route, Government desire that a reduction must be made in the number of buses running on a line ~~shall be reduced~~ and with a view to effect this, Government direct that the following measures be adopted.

(a) No increase in the existing number of permits on any road or -- section of a road should be allowed without the previous approval of Government;

(b) When any existing service stops, new permits in favour of others should not be given;

(c) by a stricter examination of the strength and condition of the buses and the solvency of applicants for renewal of permits, ~~and~~ efforts should be made to gradually reduce the number of permits and (d) transfers of road permits should not be recognised except in special cases and without the previous permission of Government. Efforts should also be made to increase the interval between the starting times of the buses running on the same route.

While fixing the number of services for a route ~~under rule~~ in accordance with the instructions in G.O.No.P

4285-97/Legis. 62-28-3, dated the 14th February 1930, ~~the~~ recognised motor associations in the District may also be consulted and their views taken into consideration.

I have etc.,

Chief Secretary to Govt.

See

Nov 6 1932

Encl 115

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE,

No. J 3836-43 Legis 31.31.11 General and Revenue Secretariat,

Dated, Bangalore, 19th January 193 2.

FROM

The Chief Secretary to the Government
of His Highness the Maharaja of Mysore,
Bangalore.

To

The District Magistrate,
.....Tumkur..... District.

SIR,

I am directed to state that with a view to put down unhealthy competition amongst several bus services running on the same route, Government desire that a reduction should be made in the number of buses running on lines where such unhealthy competition exists and or where the volume of traffic does not require the existing existing number of services and with a view to effect this, Government direct that the following measures be adopted :-

(a) No increase in the existing number of permits on any road or section of a road should be allowed without the previous approval of Government;

(b) When any existing service stops, new permits in favour of others should not be given;

(c) By a stricter examination of the strength and condition of the buses and the solvency of applicants for renewal of permits, efforts should be made to gradually reduce the number of permits; and (d) Transfers of road permits should not be recognised except in special cases and without the previous permission of Government.

Efforts should also be made to increase the interval between the starting times of the buses running on the same route.

While fixing the number of services for a route in accordance with the instructions in Government Order No.F. 4285-94/ Legis.62-23-3, dated, the 14th February 1930, recognised motor associations in the District may also be consulted and their ...

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views taken into consideration.

I have the honour to be,

Sir,

Your most obedient servant,

for Chief Secretary to Government.

A.E.R.O.
9-1.

Appendix F G—1]

SUBJECT .....

.....

.....

Section Legis
File No. 31-31
Serial No. 12

Diary No. of letter replied to .....

No 4502
Notification

To The owners of the powers conferred on them under Sec 11 of the Mysore Motor Vehicles Regulation, 1928 the Govt of H. H. the Maharaja are pleased to issue the following amendments to the Mysore Motor Vehicles Rules, 1924 as revised from time to time, the draft of the said amendment having been notified with No P3831/Legis 31-31-12 dt 11.1.32 and published in the Mysore Gazette at Page 27 in Part IV dated 14th January 1932

General and Revenue Secretariat

( )

the *193*

Date of issue 12/2/32

Signed by M. N. Rao

List of enclosures Nil

Copied by

Examined by

1/8

Amendment

In case of condition 2 of the Permit in form H appended to the said rules substitute the following :-

"The fares that may be levied from passengers shall not be lower than the following minimum rates nor exceed the following maximum rates"

	Per passenger	Per mile	
		Minimum	Maximum
1st class			
2nd class			
3rd class			

By order

Chief Secy & Com-

missioner, says Gazette for publication in P W of the Gazette in the printing & supply of 50 copies to the Secy & 10 copies to each of the rest of it

Done
27/1/22

2/15

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GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE,

General and Revenue Secretariat,

No. R.

Dated, Bangalore, 10th February *1932.*

NOTIFICATION.

In exercise of the powers conferred on them under Section 11 of the Mysore Motor Vehicles Regulation, 1928, the Government of His Highness the Maharaja are pleased to issue the following amendments to the Mysore Motor Vehicles Rules, 1924 as revised from time to time, the draft of the said amendment having been notified with No.P.3831/Legis.31-31-10 dated, 11th January 1932 and published in the Mysore Gazette at Page 27 in Part IV dated 14th January 1932 :-

Amendment.

In place of condition 3 of the Permit in form H appended to the said rules substitute the following :-

"The fares that may be levied from passengers shall not be lower than the following minimum rates nor exceed the --- following maximum rates"

Per passenger.	Per mile.	
	Minimum	Maximum.
1st Class.		
2nd Class		
3rd Class		

By Order,

For Chief Secretary to Government.

To

The Compiler, Mysore Gazette, for publication in Page IV of the Gazette for the printing and supply of 50 copies to the Secretariat and 10 copies to each of the District Magistrates of Districts.

K.[illegible].R.7.
10-2.

NOTIFICATION.

No. P. 2820—*Legis.* 31-31-2, *dated* 17*th November* 1931.

The following draft amendments which the Government propose to make in exercise of the powers conferred on them under Section 11 of the Mysore Motor Vehicles Regulation, 1928, to the Mysore Motor Vehicles Rules issued with Notification No. P. 3015—Legis. 21-22-10, dated 11th December 1924 as amended from time to time are hereby published for the information of persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration on or after the 1st December 1931 and that any suggestions or objections which may be received from any person with regard to the said draft before the date aforesaid will be considered by Government :—

Draft Amendment.—

(1) For Rule 30 (2) (a) of the said Rules, the following shall be substituted :—

The fee for such permits shall be levied according to the following rules :—

(*a*) The fee shall ordinarily be levied in the case of a motor bus on the basis of the number of miles likely to be traversed by the bus during the period of the permit calculated at the rate of 6 pies per mile. The minimum fee leviable for a permit shall however be not less than Rs. 50 per annum.

The fee for taxies and touring passenger motor vehicles plying for hire having seating accommodation for less than 8 persons inclusive of the driver, shall be Rs. 50 per annum.

If the vehicle is a lorry plying for hire the fee for such a permit shall be Rs. 100 per annum when the carrying capacity of the lorry does not exceed one ton, and Rs. 200 per annum when the said capacity exceeds one ton.

2. In Sub-rule (b) of the said rule, for the words "ordinary mileage rates" substitute the words, "rate of six pies per mile".

3. In Sub-rule (c) of the said rule, for the words "one and half times the ordinary mileage rates", substitute the words, "a fee at nine pies per mile."

4. Sub-rule (cc) of the said rule shall be deleted.

5. In sub-rule (e) of the said rule the word, "Passenger" shall be inserted between the words, "in the case of" and the words, "Motor vehicles"

Also the following shall be added at the end of the sub-rule :—

"In the case of lorries plying for hire on such roads, a fee at one and half times the ordinary rate shall be charged for a permit."

By Order,
H. V. RAMASVAMI,
General Secretary to Government.

Existing

(2) The fee for such permits shall be levied according to the following ~~rates~~ rules:-

(a) The fee shall ordinarily be levied on the basis of the number of miles likely to be traversed by the vehicle during the period of the permit calculated at the rate of three pies per mile if the number of passengers it can accommodate does not exceed 20 in addition to the driver and the conductor and six pies per mile if the vehicle can accommodate more passengers.

The minimum fee leviable for a permit shall however be not less than Rs.50 per annum.

30 AA. Every motor vehicle plying for hire shall in accordance with such schedule of timings (if any) as may from time to time be prescribed by the authority granting the permit. If, at any time, owing to accident or other cause the vehicle does not run or keep to the timings, a report shall forthwith be made to such authority"

(b) touring and other motor vehicles plying for hire occasionally may be given annual permits in a book form on payment Rs.25. Each trip made by the vehicle shall be entered in the book and

Proposed

The fee for such permits shall be levied according to the following rules:-

(a) The fee shall ordinarily be levied in the case of a motor bus on the basis of the number of miles likely to be traversed by the bus during the period of the permit calculated at the rate of 6 pies per mile. The minimum fee leviable for a permit shall however be not less than Rs.50 per annum.

The fee for taxis and touring passenger vehicles plying for hire having seating accommodation for less than 8 persons inclusive of the driver, shall be Rs.50 per annum.

If the vehicle is a lorry plying for hire the fee for such a permit shall be Rs.100 per annum when the carrying capacity of the lorry does not exceed one ton, and Rs.200 per annum when the said capacity exceeds one ton.

Same.

...plying for

2. In Sub Rule (b) of the sai
for the words "ordinary mileage
substitute the words "rate of si
per mile".

the total distance run by the vehicle during the period of the permit together with the amount that would be charged for such distance at the ordinary mileage rates shall be calculated at the end of the period for which the permit was granted. If the amount thus calculated exceeds Rs.25 already paid, such excess amount shall be collected from the permit holder.

(c) For plying for hire during jatras, fairs and similar occasions, temporary permits may be granted for the necessary periods by levying "one and a half" times the ordinary mileage rates for the distance likely to be traversed by the vehicle during the period of the permit.

(cc) If the venicle is a lorry plying for hire the fee for such a permit shall be levied on the basis of the number of miles likely to be traversed by it during the period of the permit, calculated at the rate of 1½ pies per mile when the carrying capacity of the lorry does not exceed one ton and at the rate of 3 pies per mile when the said capacity exceeds one ton, subject to a minimum of Rs.50/- per annum.

(No.P.7191-Legis.20-28-8 dated 29th May 1929).

3. In sub rule (c) of the s
for the words "one and half t
ordinary mileage rates" subst
words "a fee at nine pies per

4. Sub rule (cc) of the sai
shall be deleted.

/24

(d) In the case of motor vehicles plying for hire which have their head-quarters outside Mysore and which run into Mysore Territory occasionally and in such manner as the Government may by notification prescribe in this behalf, such fee shall be levied whenever such vehicle is found plying in Mysore Territory, provided that the owners of such vehicles have not previously obtained the usual permit from the Deputy Commissioner.

Same

(dd) In the case of a motor vehicle owned by a person residing outside Mysore and regularly plying for hire on any road in Mysore Territory but with either or both the termini outside the State, a permit in Form G under Rule 27(1) shall be taken from the District Magistrate and a further permit in Form H under rule 30(1) from the Deputy Commissioner of the District concerned.

Same

No.P.162-Legis.6-28-30
dated 6-7-1929.

(e) In the case of motor vehicles intended to be let or to ply for hire along such roads as are notified by Government to be competing with the Railways in the State double the ordinary mileage rates shall be charged for a permit; and

In the case of Passenger Motor Vehicles intended to be let or to ply for hire along such roads as are notified by Government to be competing with the Railways in

T.O.

the State double the ordinary mileage rates shall be charged for a permit; and

"In the case of lorries plying for hire on such roads a fee at one and a half times the ordinary rate shall be charged for a permit"

[illegible] [illegible] [illegible] [